Reston Transit Station Areas

Version 5 DRAFT Comprehensive Plan Text

Introductory section

Areawide sections:
UPDATED Land Use section,
NEW Urban Design section,
UPDATED Transportation,
Environmental Stewardship section,
Parks, Recreation Facilities and Cultural Facilities section,
Public Facilities section and
NEW Implementation section

NEW **District Recommendations:**
Wiehle-Reston East Transit Station Area
Reston Town Center Transit Station Area
Herndon Transit Station Area

This Draft is prepared for discussion purposes and is still under Staff Review by several agencies. Additional revisions may appear in future drafts.
New text appearing for the first time in this Draft is underlined.
Text to be removed from earlier Draft is shown with ~~strikeout~~.

July 29, 2013

Prepared by Planning Division Staff in the
Fairfax County Department of Planning and Zoning (DPZ)

PLEASE NOTE: Comments shown in the following document within a text box are added by DPZ staff for informational purposes and are not proposed Plan text. Comments that have been updated since the last draft are identified accordingly.
Yellow highlighting is used to identify issues in the draft Plan text that still need to be resolved.

TABLE OF CONTENTS

RESTON TRANSIT STATION AREAS

OVERVIEW

Reston is located in the northwestern quadrant of Fairfax County, approximately 20 miles west of Washington DC, seven miles west of Tysons Corner and six miles east of Washington Dulles International Airport. The community will be served by three Metrorail Silver Line stations: the Reston Town Center Station, the Wiehle-Reston East Station and the Herndon Station, as shown on Map 1. For purposes of the Comprehensive Plan, the areas around these stations are designated as Transit Station Areas (TSAs), as shown on Map 2. The Vision for Reston articulated below and the associated Planning Principles should apply to the whole community of Reston. The other guidance in this section is designed to apply to the Transit Station Areas.

The Wiehle-Reston East and Reston Town Center TSAs are located along both sides of the Dulles Toll Road from Hunter Mill Road on the east to Fairfax County Parkway on the west. The Herndon TSA is located along the south side of the Dulles Toll Road and is bounded by Fairfax County Parkway on the east, Fox Mill Road and Sunrise Valley Drive on the south, and Centreville Road on the west. Land to the north of the Herndon Station is within the Town of Herndon.

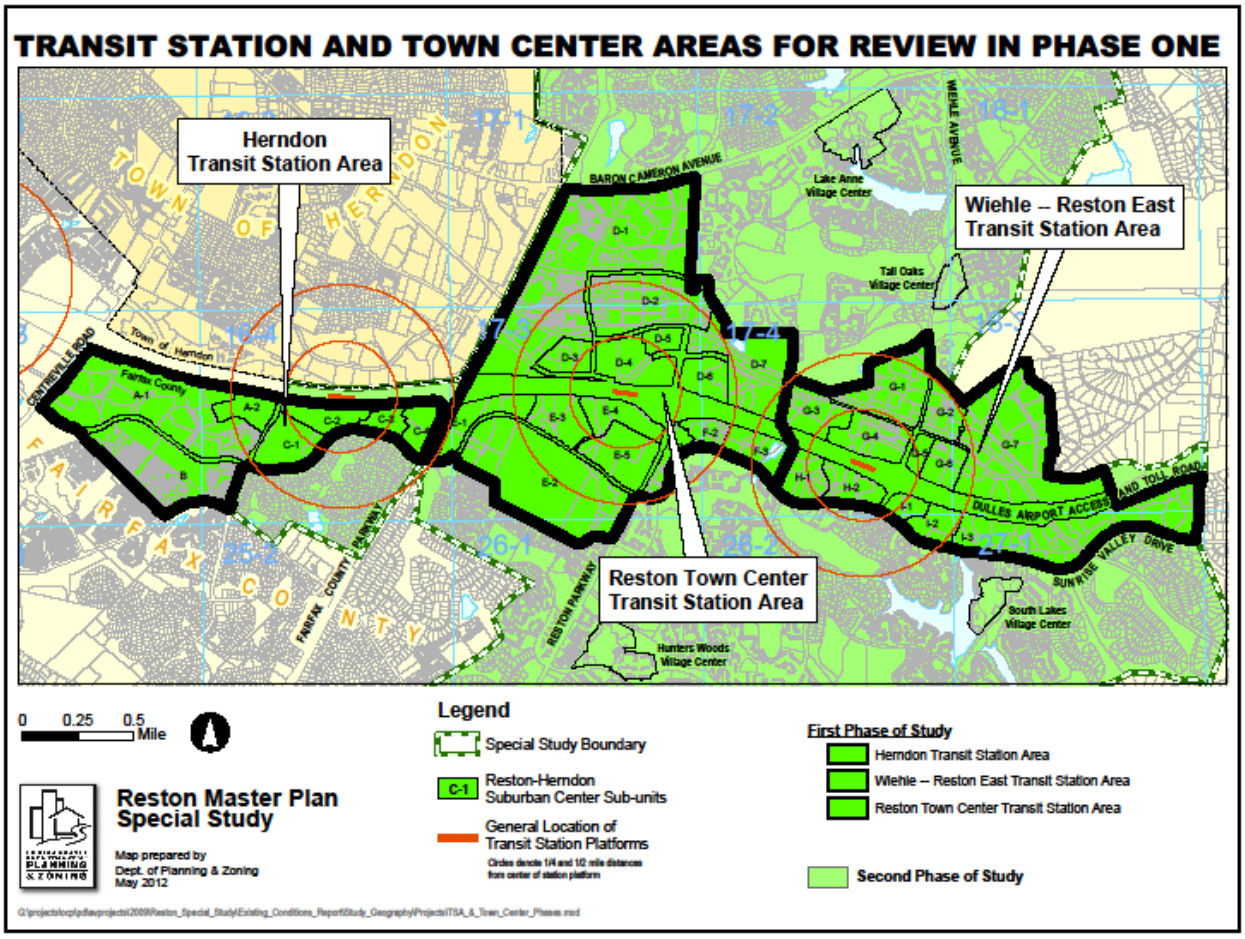
Development within these three TSAs vary in character from low intensity office parks with buildings of two and three-stories and mostly surface parking to medium intensity office buildings of 5-10 stories with above-grade structured parking to the Reston Town Center, a high-intensity mixed-use area that includes office and residential buildings of up to twenty-stories.

TF Comment (7/29/13): Question re:definition of development intensity vs density.

Staff Response (7/29/13): Development Intensity is defined in the Comprehensive Plan as a quantitative measure of non-residential and mixed-use development, which may include residential components, usually expressed in terms of floor area ratio; the mix and distribution of uses within a given area that determines the impact on public facility systems and transportation facilities. **Density** is defined in the Comprehensive Plan as the number of persons or dwelling units per acre.

DRAFT MAP 1

PLACEHOLDER FOR MAP 2



These areas together make up the County's second largest office market and, given their proximity to Washington Dulles International Airport and the excellent regional access provided by the Metro's Silver Line and the Dulles Toll Road, are appropriate for a variety of residential and employment land uses.

Within each Transit Station Area is a Transit-Oriented Development (TOD) District ~~to be~~ located within a safe, comfortable and reasonably direct 5 to 15 minute walk of the station platform or approximately ¼ to ½ mile from the station. The planning objective for these TOD districts is to create a more urban form that will encourage pedestrian activity and enliven the area throughout the day and evening. This will be accomplished by encouraging a complementary mix of uses at appropriate intensities in the existing commercial areas, including those formerly designated as the Reston Center for Industry and Government.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development's policy direction focuses employment growth into designated Mixed-Use Centers. The Concept identifies these three future Metro stations (Reston Town Center, Wiehle-Reston East and Herndon) as Transit Station Areas along the Dulles Corridor. The purpose of the Transit Station Area designation is to optimize development opportunities associated with the availability of mass transit while maintaining the stability of existing land uses outside of the Transit Station Areas. Transit Station Areas allow a mixture of residential, office, retail and other commercial uses and may provide opportunities for joint public-private development.

PLANNING HISTORY

The Reston community was planned and has developed as one of the nation's landmark new towns. The Reston Master Plan was initially adopted in July 1962 and specified locations for residential, recreational, and civic uses as well as an employment center in the geographic center of the community. The Reston Master Plan, comprised of a Land Use Map, Community Facilities Map and Transportation Map, is incorporated by reference into the Fairfax County Comprehensive Plan and has continued to serve as a general guide for development within Reston from 1962 to the present day.

In 1991, the Reston-Herndon Suburban Center was established as part of the Fairfax Planning Horizons process, a major revision of the policy and land use recommendations of the County's Comprehensive Plan. Suburban centers are designed to be employment centers along major arterial roads and to encourage a mix of office, hotel, support retail and residential uses in a low to medium-intensity setting with designated core areas of higher intensity and a more urban form. The Reston-Herndon Suburban Center developed over time with primarily office uses in traditional suburban office parks stretched along the length of the DAAR west of Hunter Mill Road. These office parks have developed to include both low-density buildings with surface parking and moderate-density areas with a mix of commercial uses, including community serving uses such as restaurants and childcare facilities, with structured parking. The highest density area is the mixed-use core successfully developed at the Reston Town Center, which includes office, retail, hotel and residences, and an urban streetscape with a grid of streets, ground level retail to promote activity at the street level and public gathering spaces that serve local employees and residents as well as the broader community. As of 2013, the area previously designated as the Reston-Herndon Suburban Center will not be described as a single Suburban Center but rather as three Transit Station Areas (TSAs) located within Reston. This change is meant to foster transit-oriented development at the three Metrorail stations and emphasize the connection between these TSAs and the larger Reston community.

A guiding concept at Reston's founding was that residents should have the opportunity to work close to where they lived. The Reston Master Plan designated most of the area contained within the three TSAs for office and research and development use. From the 1960s until 2011, much of the land within Reston along the Dulles Corridor was subject to restrictive covenants, which limited residential and hotel uses. The covenants were voluntarily lifted in 2011 by property owners in the area known as the Reston Center for Industry and Government, creating the opportunity for the desired mixed-use development in the TSAs.

Reston Master Plan Special Study Task Force

In October 2009, the Fairfax County Board of Supervisors established the Reston Master Plan Special Study Task Force to work with County planning staff to review current plan guidance related to the community of Reston in the Fairfax

County Comprehensive Plan and make recommendations to the Planning Commission and Board regarding appropriate changes to the Comprehensive Plan.

The Task Force included over 40 members and its membership comprised representatives from multiple community organizations, including the Reston Association, the Reston Citizens Association, the Reston Community Center, the Greater Reston Chamber of Commerce, and the Reston Planning and Zoning Committee, as well as commercial property owners and residents. The Task Force developed the following Vision statement and Planning Principles to help guide future development in Reston.

TF Comment (5/13/13): Propose that terms like "should" and "encourage" in the following draft Plan text be substituted with "must" or "require" or similar terms.

Staff Response (5/13/13): The Comprehensive Plan serves as a guide with respect to development and redevelopment in Fairfax County. It is not a regulatory document and as such, according to advice from the County Attorney's Office, terms like "must" or "require" should be avoided.

VISION FOR RESTON

Reston has since its inception been envisioned to be a place to live, work and play. It will continue to evolve over the next four or five decades into a community with an even greater variety of opportunities to do so. ~~The~~ One of the goals of this Plan is to achieve a better balance within Reston between the jobs available and the housing opportunities near those jobs. A specific objective of approximately 2.5 ~~3.0~~ jobs per household measured across the entire Reston community is established with this plan. Much of the future employment and residential growth is planned to occur in the three Transit Station Areas, with a significant proportion of the new growth planned for the Transit-Oriented Development areas located within ½ mile of the transit station.

TF Comment:
1. Concern that 3:1 jobs-to-household ratio for Reston is too high.
2. Concern re: amount of office space allocated for each job and residential unit size in calculating development potential (described in square feet in later parts of draft Plan text).

Updated Staff Response (7/29/13):
1. Staff agrees that the jobs-to-household ratio should be adjusted. Updated ratio is shown above.
2. Staff recommends continuing to use the same assumptions re: s.f. per employee and residential unit size.

A second goal is to continue to foster the strong sense of community that has been a hallmark of Reston since its early stages of development. It is important for new development within the TSAs to become integrated into the fabric of the larger Reston community through appropriate design and through the availability of existing community facilities. This can best be achieved through incorporation into the existing Reston Association or the Reston Town Center Association. Each of these entities has indicated a willingness to consider including these new developments in their associations.

The Reston Master Plan Special Study Task Force prepared the following Vision statement and Planning Principles to articulate their approach in preparing recommendations to guide this future evolution.

Vision Statement

Reston will be a complete community designed for the 21st century with broad choices in jobs, housing, and lifestyles for an increasingly diverse residential population. To achieve this vision:

- Planning will take full advantage of the Metrorail Silver Line Extension. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport and will be complemented by improved station area connectivity, a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.
- The community's greatest densities will be at the three Metro station areas. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center and strong local retail and a variety of amenities will characterize the other Metro station areas and village centers. To address congestion, the station areas will have an appropriate balance of residential uses and employment opportunities.
- A full range of housing choices will be provided for households of all incomes and needs.
- Employment opportunities will build upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, and local services.

- A strong institutional component will include a major hospital center, a regional government center, a new 21st century regional public library, a major fine and performing arts center, other civic and cultural uses, and public and private educational institutions of higher learning.
- Planning will emphasize protection of natural areas and the environment and the development of an array of cultural, educational, and recreational opportunities.

Planning Principles

Planning will consider Reston as a comprehensive unit. Development projects will be evaluated based on their ability to meet the planning principles and the particular character of each area, as well as their specific impacts on the surrounding neighborhoods. The following principles will guide development of Reston as a complete community for the 21st century.

1. **Excellence in planning, urban design, and architecture will be community hallmarks.**
   The community will continue to strive to achieve excellence in planning and urban design, architecture, gathering places such as plazas connection with the natural environment, compatibility of uses, livability, and the integration of high-quality public art as distinguishing features of the Reston community.

2. **Planning will provide for environmental sustainability and green technology.**
   Natural resources and ecosystems, including natural areas, will be protected and restored. Adverse impacts on the environment (land, water, and air) will be minimized, and best practices will be used to protect environmentally sensitive areas. Green neighborhood and building practices will meet high standards. Tree canopy will continue to be an important component of the Reston visual experience.

3. **Development will be phased with infrastructure.**
   The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs, and other infrastructure components such as schools, parks, and other public facilities should occur with development.

4. **Reston will continue to offer a mix of urban and suburban life styles.**
   The Metro Silver Line extension will add opportunities for transit-oriented development to Reston's already diverse and unique community. In terms of emphasis:
   - **The Metro Station areas** will be livable urban places, with densities that step down from the Town Center to the other station areas. The station areas will also be the areas of highest commercial and residential intensity in the community.
   - **The village centers** are important community gathering spaces that include a mix of locally serving retail, a residential component, and employment opportunities. Redevelopment to augment and enhance the village centers will be pedestrian-oriented and provide adequate transition to surrounding neighborhoods. Convenient public transportation options should link the village centers and the transit stations.
   - **Residential neighborhoods** will continue to provide a variety of housing types serving all income levels. Appropriate transitions will be provided between new development and all residential neighborhoods.

5. **The rail corridor will be transformed.**
   Over time it will become an area with robust, livable, walkable mixed-use communities having an appropriate balance between residential and non-residential uses. Each of the transit station areas will have a distinct character to meet multiple community needs. Town Center will be a livable regional urban center and destination with the community's highest densities and major shopping and cultural features to attract visitors. Wiehle-Reston East and Herndon will be urban transit neighborhoods. Special consideration for higher educational uses should be encouraged for the Wiehle-Reston East station. At the Herndon station, a special focus should be placed on its central environmental (wetlands) feature. The highest densities will be concentrated within ¼ mile of the rail stations, tapering down somewhat within ½ mile to maximize the use of rail. Residential and non-residential populations in each transit station area will be balanced to further maximize rail use and reduce dependence on automobiles. Future air rights development around the stations should be pursued to enhance development

opportunities, encourage transit use, and improve north-south connectivity across the Dulles Access Road.

TF Comment: Revise last sentence in above paragraph re: air rights to express "the necessity of air rights", in part to create opportunities to expand the proposed grid of streets across the Toll Road. Propose specifying air rights be provided from Fairfax County Parkway on the west to the location of the proposed South Lakes extension on the east.

Updated Staff Response (5/13/13): Staff recommends no change to the language re: air rights.

6. **Reston will become a more vibrant employment center.**
   From its inception, Reston has provided a place for a spectrum of companies, from local to international, of varying sizes. Future development and redevelopment should continue to promote a broad range of opportunities for a robust and diverse business, advanced technology, educational, and research community.

7. **Housing will be provided for all ages and incomes.**
   Reston will accommodate people of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life.

8. **Connectivity and mobility will be strengthened.**
   A range of high-quality transportation facilities – including roads, bridges, tunnels. sidewalks, bikeways, trails, strengthened and expanded bus and shuttle services, and Metro will link the residential community and resident workers with activity centers, employment, open spaces, parks, schools, and civic, cultural and recreational facilities. New bridges and tunnels across the Dulles Access Road near the stations are a high priority to ~~prevent further degradation of~~ <u>increase mobility on</u> the existing road network. A robust transit system, expanded pedestrian and bicycle networks and transportation demand management strategies will also help reduce reliance on the automobile while increasing community mobility.

TF Comment: Principle 8 states that priority should be to ease existing congestion. Suggest revision that priority should be to prevent further degradation of existing road network.

Updated Staff Response (5/28/13): Alternate language focusing on non-degradation is incorporated above.

9. **High quality public open spaces will be required.**
   Abundant active and passive open space and a range of recreational and cultural opportunities are essential components of the high quality of life in Reston. The transit station areas and village centers should include a variety of public spaces such as a large urban central park, recreational facilities, village greens, urban plazas, pocket parks, playgrounds, and other public amenities within easy walking distance for area residents, workers and visitors. Larger active recreation areas appropriate to Reston's residential and commercial populations should be provided outside of the transit corridor.

10. **Public participation in planning and zoning will continue to be the community's foundation.**
    Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 21st century over several decades. The cumulative impacts of development and redevelopment should be routinely assessed and evaluated.

Planning Horizon

The evolution of Reston's Transit Station Areas is planned to occur over a period of 40 years or more. This Comprehensive Plan guidance is designed to guide redevelopment over the next 25-30 years and is in line with growth forecasts for housing and employment to 2040. The Plan seeks to achieve transit-oriented, compact, higher-intensity mixed use development adjacent to and in close proximity to the three transit stations to accommodate future growth in a manner that best utilizes the investment being made in the extension of the Metrorail Silver Line to Dulles Airport and beyond into Loudoun County to the west. As development occurs, it will be monitored and additional planning efforts will be identified as needed to update the Plan so that it continues to provide the appropriate guidance needed to achieve the community's stated vision.

TF Comment: Suggest change to planning horizon to reference that this Plan is for first 17 years (until 2030).

Updated Staff Response (5/28/13): Proposed changes incorporated.

AREAWIDE RECOMMENDATIONS

These Areawide recommendations are designed to help achieve the future vision for the Reston Transit Station Areas. These recommendations present a framework for the specific District recommendations that follow. In addition, they provide guidance on areawide issues that apply to multiple TSA Districts and in some cases, all of the Districts. The recommendations focus on land use, urban design, transportation, environmental stewardship, parks and recreation facilities, public facilities and implementation.

LAND USE

The overall land use approach for the Transit Station Areas envisions a change from the current pattern of low to medium density office parks to a mixed-use pattern that balances office, residential, retail, hotel, civic, and institutional uses in a pedestrian and bicycle-friendly environment, particularly in the areas closest to the stations. The employment areas farther away from the stations will continue to provide excellent locations for office development to occur as well as other complementary uses, such as data centers and research and development uses. The recommendations encourage a more urban, transit-oriented development pattern, with the objective of creating a walkable activity center at each station. The areas closest to the stations should consist of a mix of uses to include employment, housing and services to meet the needs of daily living. As noted earlier, achieving this vision will be a long-term process. Therefore, the land use section also includes guidance on land use compatibility, land use flexibility, incremental redevelopment as well as new development.

A key element in creating a more urban fabric in the TSAs will be the introduction of new streets to provide a more grid-like pattern to the road network that will enhance pedestrian and vehicular circulation around the stations. Another important element will be the introduction of new urban parks of various sizes and a well-connected public open space network. In addition, public gathering spaces and public uses will be located in the TSAs so as to continue to meet the needs of the Reston community.

Transit Station Areas Land Use Concept

The land use concept for each Transit Station Area divides the TSA into a TOD District and one or more Non-TOD Districts, as shown on Map 3. Some of these Districts have been divided into Subdistricts for the purpose of organizing land use recommendations. The three TOD Districts are located around the station platforms, are planned for the highest intensities within each TSA and are envisioned to become vibrant neighborhoods with a distinct character.

The new office uses to be built in the TOD Districts should be concentrated in mixed use developments within a 5-10 minute walk or approximately ¼ mile of the Metro station platforms. Exceptions to this approach should only be considered to facilitate the provision of significant new public infrastructure such as the planned new crossings of the Dulles Toll Road. The predominant use in new development in areas between ¼ and ½ mile of the stations should be multifamily housing in order to realize the objective of achieving an improved jobs-to-housing balance in Reston. A general description of each TOD District is provided below.

TF Comment: Suggest that paragraph above and paragraphs below that reference ¼ mile radius should be measured from station entrances rather than station platforms.

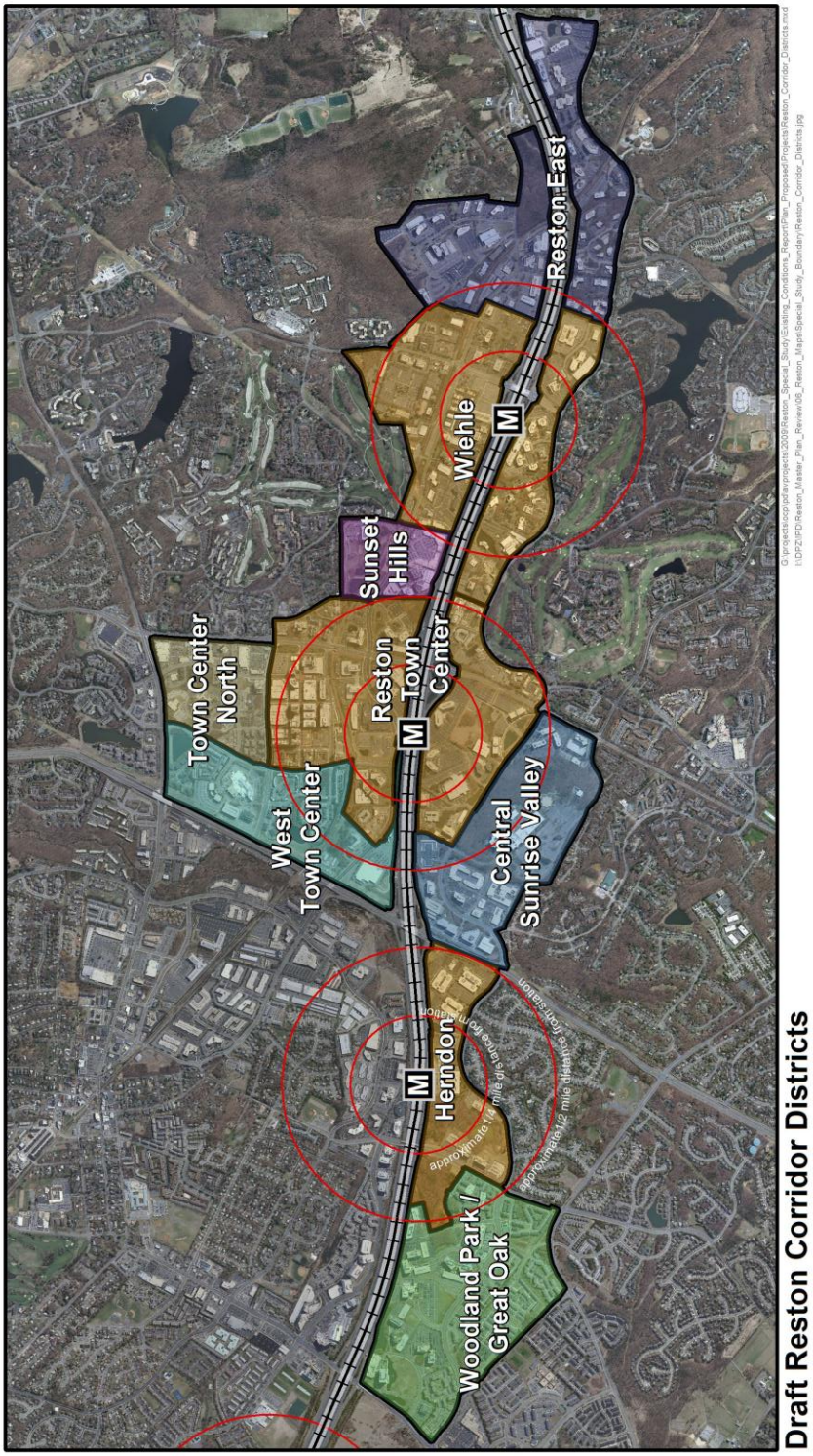
Updated Staff Response (7/29/13): Current County TOD Policy specifies that the ¼ mile radius should be measured from the station platform. Staff continues to support measuring from the platform because an increase in the area that can utilize the available intensity for the TOD areas could diminish the desired placemaking.

TOD Districts – The three TOD Districts are as follows:

Wiehle District: The Wiehle TOD District will be an urban transit neighborhood that will serve as a signature gateway to Reston. It should include a robust residential component and new office development will be focused in the area located within a 5-10 minute walk or approximately ¼ mile of the station platform. The district is envisioned to develop a more prominent educational focus by adding to the existing base of institutions of higher learning in the district. As noted in the Overview above, this district does not extend to the south of Sunrise Valley Drive.

Updated Staff Comment (7/29/13): The descriptions of the Wiehle subdistricts are provided in the District Recommendations starting on p 88.

DRAFT MAP 3


Reston East
Wiehle
Sunset Hills
Reston Town Center
Town Center North
West Town Center
Central Sunrise Valley
Herndon
Woodland Park / Great Oak
Draft Reston Corridor Districts
06-20-13

Reston Town Center District: The Reston Town Center TOD District should be Reston's "downtown" station with significant residential and commercial components to complement existing development in the Reston Town Center. New office uses should be concentrated within a safe, comfortable and convenient 5-10 minute walk or approximately ¼ mile of the station platform. This district also has two sub-districts.

The North TOD Sub-district is planned to be an extension of the existing Town Center urban core with a comparable urban form and similar high-density residential and commercial functions. It is also envisioned to improve connectivity, particularly for pedestrians and bicyclists, to the Reston Town Center core.

The South TOD Sub-district is planned to develop in a manner that is complementary to the Town Center on the north of the Dulles Toll Road but not as a continuation of the Town Center. Consequently, it is envisioned to develop with a somewhat lower overall intensity in the planning horizon of this Plan.

TF Comment: Suggest that above paragraph should note that South Town Center Sub-district is planned as having a different character independent from Reston Town Center Core but not specify lower intensity compared to North Town Center Sub-district.

Staff Response (5/13/13): Lower intensity is appropriate in light of results of current impact analysis.

Herndon District: The Herndon TOD District is located on the south side of the Herndon Transit Station platform. It is envisioned to be an urban transit neighborhood adjacent to the wetlands located along Sunrise Valley Drive. New office uses should be concentrated within a safe, comfortable and convenient 5-10 minute walk or approximately ¼ mile of the station platform.

Non-TOD Districts - The Non-TOD Districts vary in character and the mix of uses present within each. These districts, unless otherwise noted, should maintain their existing characters, uses and intensities due to their proximity to existing residential neighborhoods outside of the TSAs. The six Non-TOD Districts are briefly described below, from east to west.

Reston East District: This district is developed almost exclusively with low-density office parks. This district serves as a transition to low-density

residential neighborhoods to the south of Sunrise Valley Drive and east of Lake Fairfax Business Center and Hunter Mill Road.

Sunset Hills District: This district is located between the Wiehle and Reston Town Center TOD Districts on the north side of the Dulles Toll Road and includes the Plaza America office and retail center as well as office development north of Sunset Hills Road. It is envisioned that this area will serve as a transition between the two adjacent TOD Districts. Redevelopment and new infill development will be less intense than the adjacent TOD Districts and should focus on adding residential uses.

TF Comment: Suggest that last sentence re: redevelopment and new infill include reference to a focus on residential uses as well as being lower in density.

Updated Staff Response (6/25/13): Further adjustments to text are shown.

Town Center North District: This district is situated to the north of the Reston Town Center urban core and south of Baron Cameron Drive. It currently includes the North County Governmental Center, medical facilities, human services offices and elderly housing. The future land use pattern in this district should incorporate significant new residential development and new non-residential uses to complement the existing and planned public uses and the concentration of employment in the Reston Town Center. This future land use pattern should also allow for a transition from the urban core of the Town Center to the low density commercial use along the north side of Baron Cameron Drive and the adjacent residential neighborhoods.

TF Comment: Suggest that name of district be changed to avoid confusion with North Town Center Sub-district in the Reston Town Center District.

Updated Staff Response (6/25/13): District names have been updated.

West Town Center District: This district contains a variety of residential and commercials uses to the west of the Town Center core, including Reston Hospital, two residential neighborhoods and a concentration of automobile-oriented retail uses along Sunset Hills Road. This district is envisioned to continue to generally serve these same functions over the planning horizon of this Plan.

Central Sunrise Valley District: This district includes areas to the north and south of Sunrise Valley Drive between Fairfax County Parkway on the west and Reston Parkway on the east. The United States Geological Survey's headquarters, which includes a significant amount of undeveloped land, is located on two large parcels located within this district. Other uses include several office parks with 2-5 story buildings, a mini-storage facility, and a data center.

Woodland Park/Great Oak: This district is at the western boundary of the Herndon Transit Station Area and includes Woodland Park, a major mixed use development with office, hotel, retail uses (including a grocery store) and multi-family residential development. It also includes the Great Oak subdivision, which includes single family detached units~~,~~ and townhouses.

Land Use Categories - The following land use categories indicate a general characterization of the mix of uses for a given area, as shown on Map 4 *(NOTE: To be added to next draft)*; however, the appropriate mix for any given project will be evaluated on a case-by-case basis during the rezoning/development review process. It should be noted that the appropriate mix for proposed development (redevelopment) will be affected by the other TOD and non-TOD development that has already occurred or been approved within the TSA. A primary goal in the TOD areas is to generate pedestrian activity throughout the day and well into the evening. Projects that encompass multiple land use categories may be granted flexibility in the location of proposed uses as long as they achieve TOD objectives and contribute to the character recommended for the subject area.

INSERT MAP 4 – Conceptual Land Use Map

TF Comment: Suggest that the goal related to the mix of uses in the following paragraphs below be clarified as pertaining to the entire area (rather than a given project).

Updated Staff Response (5/28/13): Clarifying language incorporated.

Transit Station Mixed Use: These areas are located close to the Metro stations and generally include the parcels within a safe, comfortable and convenient 5-10 minute walk or up to ¼ mile from the station platform. They are planned for a balanced mix of office, hotel, retail, institutional (including civic) and residential uses. The long-term goal is for each Transit Station Mixed Use

area (vs. individual projects) to achieve **50%** non-residential uses and **50%** residential and hotel uses on the basis of approved square footage.

Residential Mixed Use: These areas are generally located a safe, comfortable and convenient 10-15 minute walk or approximately between ¼ and ½ mile from the Metro station platforms. They are planned primarily for a mix of existing office uses and new residential uses and new commercial uses other than office uses. The long-term goal is for each Residential Mixed Use area (vs. individual projects) to achieve **75%** residential and hotel uses on the basis of approved square footage.

Town Center Urban Core Mixed Use: This area is planned for a mix of uses including office, retail, hotel and residential.

Town Center North Mixed Use: This area is planned for institutional uses along with residential, office and support retail uses. Various County agencies will be the central components for development in this area.

Mixed Use: These areas are planned for a mix of uses including office, retail, institutional, hotel and residential uses.

Office: These areas are planned almost exclusively for office uses, including R & D uses and industrial flex space. Supporting retail and service uses, such as hotels and restaurants, are also encouraged in these areas.

Residential: These areas are planned almost exclusively for residential uses, including multi-family housing and townhouses. Supporting retail uses are allowed and should be compatible with the character of the neighborhood.

Major Open Space Amenities: These areas are planned for major, centrally located open spaces. These areas may included either passive or active parkland and may take the form of urban open spaces such as major plazas or greens. In instances when intensity credit is given for dedicating land for a park or open space, the land use mix applied to the intensity credit should be consistent with the land use category of an adjacent area. Additional guidance on parks and open space can be found in either the Parks, Recreation Facilities and Cultural Facilities section or the Urban Design section.

Planned Development Potential

To achieve the progression of the Reston TOD Districts from suburban office parks to more urban neighborhoods with convenient, safe, appealing walkable environments it will be necessary to strategically locate additional density in a fashion that maximizes the use of Metrorail and other transit options. The land use concept for the TSAs links density to transit accessibility based on how far people are typically willing to walk to get to/from transit. Expressed as floor area ratio (FAR), the proposed levels of density are primarily based on proximity to Metrorail stations. Development is planned to be most intense in the areas closest to the stations and less intense at the edges. See specific density guidance in the District Recommendations.

~~The total amount of office development planned in the three TSAs is approximately 30 million square feet. Office development to be counted toward this Planned Development Potential includes existing office use, currently approved but unbuilt office uses and any new office use that is approved through a proffered rezoning or a special exception. The specific amount of new office development planned for each TSA is described in the District Recommendations below.~~

There are multiple combinations of uses that can create the active, vibrant pedestrian-oriented places that are desired for the TOD districts. For the purposes of conducting analysis of likely future public infrastructure needs, one potential "future" for the TOD districts was quantified and analyzed. The amount of development associated with that future land use scenario is useful in establishing a target amount of development for future zoning cases. This zoning target level represents a useful benchmark – once development is nearing this level, future study will be needed to re-evaluate the current Plan recommendations. The zoning target established for the three TSAs is 28,000 new residential units and approximately 30 million square feet of office uses. Development to be counted toward this target amount includes existing uses, currently approved but unbuilt uses and any new uses that are approved through a proffered rezoning or a special exception. The impact analysis was designed to acknowledge that in large mixed-use developments in Fairfax County, there has historically been an inefficiency in the rezoning process that results in developments being rezoned for a higher level of development than is actually constructed. As a result, the impact analysis

assessed approximately 80% of the zoning target level as the level of development that is likely to be realized over the planning horizon through recent and future rezoning cases. A zoning target amount for each TSA is described in the District Recommendations below.

These land use recommendations provide flexibility for a change of uses within certain parameters. For example, some areas are encouraged to include more housing when there is a corresponding reduction in office use. Additional retail uses are encouraged when they contribute to the area's vibrancy and convenience. Ground floor retail uses result in fewer peak hour trips than office uses. Additional hotel uses are encouraged and also result in fewer peak hour trips than office uses. Generally the Plan seeks to encourage a vibrant mix of uses that are balanced with the need to address infrastructure needs.

The ~~Planned D~~development ~~P~~potential of office uses is important because office uses represent the significant majority of existing uses and have high peak period vehicle trip generation characteristics. New uses other than offices that have a significant impact on peak period trips should also be managed carefully and may be counted toward the office development level.

The Transportation section of the Areawide Recommendations discusses the monitoring activities that will be necessary to track development performance. Monitoring will be essential to future planning efforts. A particular condition to be monitored is the achievement of transportation improvements needed to mitigate the impacts of new development.

Development Review Performance Objectives

All development proposals within the Transit Station Areas will be evaluated for the extent to which they meet or contribute to the following objectives.

- ***Achieve High Quality Site Design and Architecture*** – Excellent site design in the TSAs should continue the Reston traditions of emphasizing community gathering places, integrating access to the natural environment when possible, and providing public art. In addition, there should be an emphasis on environmentally sustainable design and practices with non-residential development achieving U.S. Green Building Council's Leadership in Energy

and Environmental Design (LEED) Silver certification or the equivalent, at a minimum. Residential development should be guided by the Fairfax County Policy Plan objectives on Resource Conservation and Green Building Practices. See additional guidance in the Environmental Stewardship and Urban Design sections.

- ***Provide Pedestrian and Bicycle Connectivity throughout the Transit Station Areas*** – New pedestrian and bicycle connections should be provide through facilities along complete streets within the TSAs and new or extended trails on both sides of the Dulles Toll Road connecting the three Metrorail stations. In addition, connections should be made from the Metrorail stations to the existing community trail network. See additional guidance in the Transportation section.
- ***Achieve Greater Housing Diversity*** – Future development should ensure that a diversity of housing is available in the TSAs. The residential component of mixed-use development should meet the needs of a variety of households such as families and seniors. Most of the new housing is envisioned to be multifamily to achieve the desired urban form. However, urban townhouses may be appropriate in some locations.

  To ensure the provision of adequate affordable housing, future development should meet county policies on affordable housing. All projects that seek to utilize the redevelopment option in the District Recommendations should contribute toward the creation of affordable housing as described below.
  - Development proposals with a residential component should meet the provisions of the Affordable Dwelling Unit Ordinance (ADU) when applicable.
  - For the Policy Plan's Workforce Housing Policy, proposals with a residential component seeking up to a 1.0 FAR should meet the current policy objective of 12% of total units as Workforce Dwelling Units (WDU). Proposals for development above a 1.0 FAR should provide WDUs according to the Guidelines for the Provision of Workforce Housing found in Appendix 1 of the Housing section of the Policy Plan (including the opportunity to realize bonus market rate units) but with an increasing proportion of WDUs as the development intensity increases, as shown in the following table. Cash contributions in lieu of providing WDUs are not desired.

Table 1: Workforce Dwelling Units

Proposed FAR	Percentage of Units to be WDUs
1.01-2.0	14%
2.01-3.0	16%
3.01-4.0	18%
4.01+	20%

- Non-residential development in the TOD districts should contribute a minimum of $3.00 per nonresidential square foot on new density. This amount is to be adjusted annually based on the Consumer Price Index and may be contributed to a housing trust fund that will be used to create affordable and workforce housing opportunities near Metrorail stations. The contribution may be made over a period of time to be determined at the time of rezoning at a rate of at least 25 cents per non-residential square foot. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in the TOD districts through a partnership. If non-residential floor area is achieved through a bonus for providing WDUs, the bonus floor area should not be included when calculating the contribution amount.

Updated TF Comment (7/29/13):
- Concern that increased proportion of WDUs as FAR increases will serve as a disincentive to redevelopment.
- Question re: using Consumer Price Index (CPI)

Updated Staff Response (7/29/13):
- Staff has clarified availability of bonus market rate units for provision of WDUs.
- Staff evaluating comment re: CPI

Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount. In addition, educational uses should not be included when calculating the contribution amount only when a firm commitment has been made that such a use will be included in the proposed mix of uses.

- ***Provide Office Uses in Strategic Locations*** – New office uses at higher intensities should be located within a 5-10 minute walk or approximately ¼ mile of the Metrorail station platforms to maximize use of transit by future office workers and it should be demonstrated that proposed site layouts achieve a safe, comfortable and reasonably direct 5-10 minute walk for employees. In

selected circumstances, increased office intensity may be considered for parcels outside of the ¼ mile radius if it will facilitate the provision of new public infrastructure, such as a new crossing of the Dulles Toll Road, or other critical public facilities, and a safe, comfortable and reasonably direct walk can be achieved. See additional guidance in the District Recommendations below.

- ***Provide Retail, ~~and~~ Hotel Uses and Institutional Uses*** – Free-standing retail uses are strongly discouraged in all mixed-use projects proposing increased intensity. Retail uses should be integrated into buildings containing other uses. In addition, the retail uses should be designed and developed so as to allow employees and residents in each TSA to carry out daily activities with minimal need to use single-occupancy vehicles.

  Hotel uses are encouraged in all TSAs because they generate potential transit users and pedestrian traffic and have less impact on the road network. Specifically, hotels can contribute to the objective of generating pedestrian activity throughout the day and into the evening. Consequently, for the purposes of determining the mix of uses in a proposal, hotels may be considered on a case-by-case basis in the same category as residential uses (hotels with large conference facilities in particular should be evaluated for their trip-making characteristics).

  Institutional uses such as educational uses, houses of worship and public/civic uses that are integrated into a building may also generate activity in off-peak hours and may be exempted from the non-residential uses for the purposes of determining the mix of uses in a proposal provided that a firm commitment is made in proffers to provide these uses.

  To encourage institutional uses, hotel and ground-level retail uses as part of mixed use development in the TSAs, the square footage associated with these uses will not be included in the overall calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with the applicable FAR specified in the District Recommendations, provided that it doesn't constitute more than one-third of the total development. However, this square footage will be considered in all other aspects of site development and traffic impact analysis.

- ~~*Encourage Parcel Consolidation* – For development proposals requesting increased intensity above the baseline recommendation, parcel consolidation is encouraged. Parcel consolidation should result in a logical assemblage of parcels and be of sufficient size to allow projects to function in a compatible, well-designed and efficient manner. In general, any unconsolidated parcels~~

~~should still be able to develop in a manner that supports the planning objectives of the Comprehensive Plan or should represent stable development.~~

TF Comment: Concern that both the paragraph above re: parcel consolidation and the parcel below re: coordinated development plans would use up the "bucket" of development potential more quickly. Suggest that it may be sufficient to demonstrate how adjacent parcels could be developed in a compatible manner.
Updated Staff Response (7/29/13): Text has been amended so coordinated development plans are encouraged for all proposals above the baseline recommendation and parcel consolidation is an objective for proposals seeking bonus intensity.

- ***Encourage Coordinated Development Plans*** - For development proposals requesting increased intensity above the base plan recommendation, coordinated development plans are encouraged. ~~Coordinated development plans may be an alternative to parcel consolidation.~~ Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, urban design, open space amenities and signage, inter-parcel access where appropriate, roadway realignment or improvements, and parking facilities. When coordinated development plans are used in lieu of, or in addition to substantial consolidation, development proposals will need to ensure that projects function in a compatible, well-designed, efficient manner; compatible with development on adjacent properties; reflect coordinated phasing of improvements as needed (for example, providing links in a street grid); consistent with the overall intent of the land use concept to achieve a desired urban form and mix of uses; and do not preclude adjacent parcels from developing in conformance with the Plan.

Staff Comment (5/28/13): Guidance re:noise-sensitive uses is provided in the Environmental Stewardship section below (pp 26-27).

Staff Comment (6/25/13): In response to a point raised at a TF meeting, the following objective has been modified to incentivize not-for-profit educational institutions instead of just public institutions. Staff has a concern about expanding this provision to for-profit institutions.

- ***Encourage Educational Institution(s)*** – There is a desire for additional educational institutions to complement the other uses planned for the TSAs in addition to providing continuing education opportunities for residents and

employees. The Wiehle-Reston East TOD District has been identified as the preferred location for developing a major presence by one or more institutions of higher learning. To encourage not-for-profit education uses in the TSAs, space devoted to this use will not be included in the overall calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with the applicable FAR specified in the District Recommendations, provided that it doesn't constitute more than one third of total development. However, this square footage will be considered in all other aspects of site development and traffic impact analysis.

- ***Accommodate Existing Uses and Buildings*** - In some instances, existing development may not be consistent with the long-term vision for the TSAs. This Plan is not intended to interfere with the continuation of existing land uses or buildings. If improvements to the open space or road network that are identified in the Plan are not feasible due to an existing building's location on the site, alternative streetscape and other design improvements intended to implement the Plan's vision may be considered.
- ***Provide Transitions in Height and Massing to Existing Low Density Residential Areas*** – The majority of existing residential communities adjacent to the TSAs are low density neighborhoods comprised of single family detached homes and townhomes. In most instances, these communities are separated from the TSAs by major roadways. Appropriate design measures such as reduced building height and massing for new development closest to these existing neighborhoods should be utilized to help define the limits of the TSAs.

TOD District Intensity

Mixed-use development may be approved through a rezoning up to a maximum FAR as specified in the District Recommendations below. Areas within a 5-10 minute walk or approximately a ¼ mile from the station platforms are the focus of the highest intensities in each TOD district. Areas within a 10-15 minute walk or approximately ½ mile from the station platforms have more moderate intensities associated with them. The recommendations regarding planned intensity are based on an analysis that has identified the measures necessary to mitigate the impacts of the planned intensity on the transportation network and other public facilities.

In some cases, additional intensity may be necessary to provide an additional incentive for redevelopment or provision of needed infrastructure. This "bonus"

intensity, up to an additional 0.5 FAR above the FARs described in the District Recommendations, may be approved for areas within a safe, comfortable and reasonably direct 5-10 minute walk or approximately ¼ mile of the station platform. ~~with a Special Exception that accompanies the rezoning. For example, in a district with a 2.5 FAR recommendation, a 3.0 FAR project could be submitted for consideration with 2.5 FAR approved by rezoning as described in the Comprehensive Plan and an additional 0.5 FAR approved by Special Exception (SE)~~.

Proposals requesting bonus intensity should provide clear benefits above and beyond those identified in the Development Review Performance Objectives above. Specifically, consideration will be given to proposals that achieve a combination of the following development objectives in a manner that demonstrates in a better functioning transit-oriented development environment as compared to what can be achieved under the floor area ratios (FARs) specified in the Redevelopment Options in the District Recommendations below.

- Assist in realizing significant infrastructure needs by providing a superlative contribution of land or space for a major public facility need such as a crossing of the Dulles Toll Road, a school, or a large urban park.
- Advance the goal of reducing vehicle trips in the TOD districts by providing a firm commitment to additional TDM measures so as to further reduce trips on a proportional basis to the increase in FAR being requested beyond the percentages shown in Table T2 in the Transportation section below.
- Facilitate the goal of a greater diversity in housing in the TOD districts by providing a firm commitment to offer Workforce Dwelling Units to families making 60% and 70% of Area Median Income or by providing more Workforce Dwelling Units on a proportional basis to the increase in FAR being requested (a maximum of 20% bonus market rate units may be realized).
- Achieve a higher standard of site design via parcel consolidation with two or more owners that results in a logical assemblage of parcels to realize TOD objectives and is of sufficient size to allow projects to function in a compatible, well-designed and efficient manner. In general, any unconsolidated parcels should still be able to develop in a manner that supports the planning objectives of the Comprehensive Plan or should represent stable development.

Redevelopment proposals for TOD District areas that are a 10-15 minute walk or approximately between ¼ - ½ mile from a station may be considered for similar

bonus intensity if the proposal is submitted as part of a parcel consolidation or a coordinated development plan (as described in the Development Review Performance Objectives above) with an area that is located within ¼ mile of a Metrorail station. In addition, the subject area should be planned for the Residential Mixed Use category and be able to demonstrate a convenient, safe and pleasant walk to a station.

TF Comment: Suggest that opportunity for bonus intensity apply to parcels between ¼- ½ mile radius of stations without requiring them to be consolidated with or coordinated with an area within ¼ mile of a station.

Updated Staff Response (7/26/13): Staff believes that extending bonus opportunity to areas outside of ¼ mile could undermine the objective of trying to concentrate significant amount of new intensity close to transit stations.

Non-TOD District Intensity

Many portions of Non-TOD Districts are planned for office use. In some instances, new development can be added under the existing approved zoning. In other cases, infill new development or redevelopment is planned. Specific guidance for the six Non-TOD Districts can be found in the District Recommendations.

Phasing Development

Phasing to Transportation Improvements and Programs - The amount of new development planned for the Reston TSAs will require significant transportation improvements and changes in travel patterns. Planned roadway improvements, including several new crossings of the Dulles Toll Road, are necessary to enhance circulation and access in the area and help relieve congestion at key intersections. Improvements to transit and to pedestrian and bicycle networks are also needed to encourage travel by these modes. The provision of such infrastructure and the achievement of trip reduction objectives should occur in concert with future growth. Additional guidance on phasing to transportation improvements is in the Transportation section.

Phasing to Public Facilities - The public facilities needed to serve the planned development will be constructed throughout the planning horizon as the need arises. However, it is critical that space for most, if not all, of these facilities be

secured within the first 10-20 years of the Plan's implementation. Providing these facilities in concert with future employment and residential growth will present a challenge. Development proposals should commit to provide land and/or space for public facilities as early as possible to help ensure that locations are available when needed to provide the appropriate public facilities to support the growth in employment and number of new residents.

Phasing Site Development - It is anticipated that some development projects in the TSAs will be phased over time. Each phase of a development proposal seeking rezoning approval should be reviewed for conformance with the overall vision, with careful consideration given to interim conditions. Priorities that should be addressed in the earliest phases of site development plans include critical links within the street grid, parks and open space, a balanced mix of uses, pedestrian access to the Metro stations, and the integration of development with the station entrances. Developments should be phased so as to create interim conditions that are still attractive and inviting for pedestrians.

Interim conditions that will enhance the desired urban character of the TSAs are encouraged for the portions of a project that will not be built until later phases. Examples include green space or a low intensity temporary use with an urban form. It may also be acceptable to maintain existing uses as long as they do not preclude the achievement of other priorities, such as the street grid. Additional guidance on interim conditions is in the Urban Design section.

URBAN DESIGN *(New section)*

Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An urban environment is comprised of many elements; including streets, blocks, open spaces, pedestrian areas, and buildings. The following recommendations provide guidance for each of these elements, with a particular emphasis on creating a high-quality urban environment that is walkable and pedestrian-friendly. These guidelines are intended to complement the existing urban design guidelines of the Reston Town Center Association that apply to properties located in the Town Center.

The goal of these recommendations is to support the transition of the Reston Transit Station Areas (TSAs) from auto-oriented suburban places into cohesive, functional, pedestrian-oriented and memorable destinations with a more urban

form. The primary areas likely to transition are the Transit-Oriented Development (TOD) districts (located generally within ½ mile of the Metro stations). The other areas are generally envisioned to remain the same, with the exception of a portion of the Town Center North District, which is also planned to develop into a more urban area.

Urban Design Vision

Development and redevelopment in the TSAs should be of the highest caliber in terms of planning, architectural design, compatibility, and livability. Redeveloped areas should be designed as integral parts of the larger Reston community. High standards for green neighborhood and building practices for all public and private development should be required. Public art should be integrated into development and redevelopment in a manner consistent with the Reston Public Art Master Plan.

Urban Design Principles

Development in the TSAs should be guided by the following urban design principles, which provide a framework for the urban design guidelines.

Enhance Local and Regional Identity

- Advance Reston as Fairfax County's premiere planned community.
- Continue the evolution of Reston's core into several highly desirable, walkable, transit-oriented, mixed use urban environments at the transit stations.
- Maintain high standards for architecture and design which will create a unique identity for each neighborhood and for Reston as a whole.

Establish a Sense of Place

- Create unique and walkable neighborhoods adjacent to the Metro stations and within the larger Reston community that build upon the success of the Reston Town Center.
- Encourage design elements that promote a distinct character for each neighborhood, as well as common elements that contribute to a cohesive urban environment and connect to the larger Reston community.
- Encourage each neighborhood to include tree-lined streets, a range of urban parks, and public gathering places.

Improve Connectivity

- Increase the efficiency of vehicular and pedestrian movements within the TSAs through a well-designed street network.
- Create pedestrian and bicycle-friendly environments and connections throughout the corridor that are safe, pleasant, and convenient.
- Maximize the benefits of transit in Reston by improving connectivity between the corridor and the surrounding community.

Design Sustainable Environments

- Encourage sustainable buildings and infrastructure.
- Incorporate innovative and environmentally sensitive stormwater design into all new development and redevelopment, and restore and stabilize existing streams.

Respect Surrounding Neighborhoods

- Maintain the character and livability of residential neighborhoods adjacent to the TSAs.
- Concentrate the tallest buildings and highest land use intensities near Metro stations.
- Transition building heights to be compatible with lower density neighborhoods in the surrounding community.

Incorporate the Arts

- Include venues for performing arts and public art in a variety of spaces throughout the TSAs.
- Encourage developers to work with artists and arts organizations early in the project design process to successfully integrate the arts into their developments.
- Promote the provision of public art in the corridor by establishing a dedicated funding source.

Urban Design Recommendations

The urban design recommendations expand upon these principles and provide direction for creating urban places within the area. They are organized into two sections, the Pedestrian Realm Recommendations, and the Building and Site Design Recommendations.

Pedestrian Realm Recommendations

The pedestrian realm consists of publicly accessible places where people circulate on foot. Sidewalks connect pedestrians to their homes, places of employment, retail establishments, restaurants, parks, plazas, trails, and other public places. It is the most visible space within the urban environment.

The pedestrian realm should be continuous but can vary in its character depending upon adjacent uses and the scale of the street. The design of the pedestrian realm should be integrated with and complementary to adjacent land uses. The following recommendations address important elements of the pedestrian realm, including Public Art; Wayfinding and Signage; Street and Block Pattern; and Streetscape Design.

Public Art – Public art has been a component of the effort to achieve quality urban design in Reston since the community's inception. In order to continue to realize the goal of making Reston a vibrant place to live, work and play, public art should be encouraged in future development in Reston TSAs. Active recreation areas, designated open spaces, and undesignated public spaces all should be encouraged to include public art.

The Reston community under the leadership of the Initiative for Public Art in Reston (IPAR), developed a Public Art Master Plan which establishes a process for planning and commissioning public art including community roles as well as collection management. The IPAR Plan also suggests working zones on where to focus efforts. The IPAR Plan should be used as a guide in the establishment of public art and as a resource for the review of new development and redevelopment proposals within the TSAs.

Wayfinding and Signage - Signage is an important element that will contribute to the character of Reston TSAs. The two predominant signage types that will most contribute to place making are on-site signage (signs used to identify a place of business or a residential building); and wayfinding elements which are

placed in the public realm and provide directional assistance or location information to pedestrians and motorists.

The quantity and quality of all signage should be considered in a comprehensive manner within a development but should also be complementary between neighborhoods and in most cases, the subdistrict, or district as a whole.

Article 12 of the Zoning Ordinance provides guidance regarding the permitted types, size and location of signs. All signs require permits which are reviewed and approved by the Zoning Inspection Branch of the Department of Planning and Zoning. Depending on the size and illumination of the sign, building and/or electrical permits may also be required. When Article 12 was developed, it did not envision the signage needs of a more urban environment such as the Reston TSAs. To address these needs, it is expected that innovative signage design will emerge as the urban form is built. It is recommended that a Comprehensive Sign Plan (CSP) be submitted for all redevelopment applications. It is further recognized that the signage requested pursuant to such CSPs may deviate significantly from that permitted under Article 12.

All signage should be well-organized, neat, well-maintained, concise and legible. Signage should fit with the architectural style of the building, using complementary materials and colors, and ideally be incorporated into the architectural elements of the structure.

As the character of districts and subdistricts emerges, and as parks, entertainment and dining areas are developed, wayfinding signage will help pedestrians and motorists navigate within each TSA and between TSAs.

Wayfinding elements are most effective when used on a sub-district and district level and indicate routes and events throughout the TSAs. A strategy for wayfinding throughout all three TSAs should be considered, and could act as a branding tool.

Street and Block Pattern – A system of connected local streets will be the primary organizing element of the area. In contrast to the existing pattern of large, suburban blocks, planned development should create smaller blocks through an interconnected system of streets. This street system will be more walkable, provide travel choices for pedestrians and motorists, and have breaks in building massing to help create a built environment that is appropriately scaled for pedestrian activity.

These local streets will provide east-west travel alternatives for sections of Sunrise Valley Drive and Sunset Hills Road in order to help relieve congestion at key intersections with north-south streets. Due to the configuration of existing

streets, some blocks may be irregularly shaped and have block sides longer than 600 feet. When this occurs, a mid-block pedestrian connection should be considered. This might include a pedestrian walkway, a service street with a sidewalk, or a publicly-accessible walkway through a building or a garage.

All proposals should provide for planned road improvements that follow the street types and grid of streets guidance in the Transportation section.

Streetscape Design - Attractive streetscapes include a well-designed road edge that contributes to area identity and provides a safe, high-quality pedestrian experience. The streetscape design should vary by the type of street and the adjacent land use, and should create a unifying theme along each of the roads to visually and physically link the various developments within the area. Streetscape design addresses the space between the building face and the curb face. For an example of roadway design guidance on the space between the curb face and its opposite curb face, see the Transportation section. Elements of streetscapes include sidewalks, street furniture, streetlights, trees and other plantings, paving, crosswalks, bus shelters, bicycle racks, public art, and seating areas. The purpose of these elements is to enhance the quality of the pedestrian environment. The integration of the Metro station entrances into the streetscape is important to the success of the urban environment. The public realm at the station entrances should be attractive, highly visible, and able to safely accommodate high amounts of pedestrian activity.

Below are general recommendations for all streetscapes, which are followed by design recommendations for each individual streetscape type (Boulevards, Avenues, Collectors, and Local Streets). See the Transportation section for further information on street types associated with each streetscape type.

General Streetscape Recommendations

Definition of Streetscape Zones - The streetscape is composed of three zones (see illustrated streetscape cross-sections below). The landscape amenity panel is located next to the curb and includes such things as trees, lighting, bus stops, bicycle racks, parking meters, and traffic signs. The sidewalk is reserved for pedestrian movement and should not contain any street furniture. The building zone is located between the sidewalk and the building facade. The character of the building zone is determined by the adjacent land use.

Underground Utilities - Utilities and some stormwater infrastructure should be located under sidewalks, parking lanes, or the building zone. It should not be located under street trees unless there are no viable alternatives.

Street Lighting - Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to LEED light pollution requirements and County ordinances.

Streetscape Maintenance - Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the adjacent property owner(s) to maintain the entire streetscape area. In addition, when the streetscape is not entirely within the right-of-way, additional right-of-way or a public access easement may need to be provided for the portion of the streetscape located on private property.

Pedestrian Crossings - At pedestrian crossings, special pavement should be designed to create a well-delineated, ADA accessible and safe area for pedestrians to cross the street. When locating street trees and other amenities in proximity to pedestrian crossings, safety and sight distance should be taken into consideration.

Median Landscape Strip - New streets in the area are not expected to include medians except where they would facilitate pedestrian crossings. Where medians are provided, they should be designed to create a safety island for pedestrians waiting to finish crossing and should be planted with attractive landscaping. When locating street trees and other amenities in the median, safety and sight distance should be taken into consideration.

On-Street Parking - Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a refuge strip. The refuge strip allows passengers to exit parked cars without having to step into planted areas.

Planting in the Pedestrian Realm - Street trees should be planted in an environment that promotes healthy root growth, and should be spaced no more than 50 feet apart, except on designated local streets where a tree thicket concept calls for close, staggered spacing of trees. See the Street Type-Specific Design Recommendations section below for a plan illustration. *(NOTE: Graphic to be*

provided in next draft) Only those varieties that require little maintenance, are resistant to disease, and are adapted to extreme urban conditions, such as pollution, should be used. In addition to trees, vegetation within planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Supplemental plantings should occur in areas that are clear of vehicles parked on the street, and they should incorporate hardscaped pedestrian access points. Irrigation should be provided. Safety and sight distance should be taken into consideration.

Stormwater Infrastructure - Streetscape design can include innovative stormwater remediation design elements such as bio-retention, permeable pavements, and incorporation of water collection and storage.

Street Furniture and Other Elements - Street furniture selections, such as benches, water fountains, and bike racks, should be consistent within each district. This may include the model, size, and finish. Fixed elements, such as light poles and parking meters, should be aligned within the landscape amenity panel so as to minimize the disruption of pedestrian flow.

Streetscape Dimensions and Design Flexibility - Consistent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages. Where pre-existing site constraints are present and where infill or expansion of buildings or other existing features limit the ability of a development to satisfy all streetscape recommendations, variation from the streetscape guidance may be permitted when the variation results in an acceptable minimum sidewalk, landscape amenity panel and building zone width and an acceptable amount and location of trees and landscaping.

Street Type-Specific Design Recommendations

Boulevard Streetscape - The boulevard streetscape applies to Reston Parkway. This streets will carry the largest volume of automobile traffic and will also accommodate buses, bicycles and pedestrians. See Figures **U1 & U2** below .

The boulevard streetscape concept features wide sidewalks, street trees evenly spaced, and medians with plantings of flowering trees, shrubs, and flowers. Street lighting should be distinctive, and designed for both pedestrian and vehicular use. The following recommendations are provided for achieving the boulevard streetscape character:

*Landscape amenity panel***:** This zone should be a minimum of 8 feet wide; however, a 10-foot wide panel is encouraged. In addition to vegetation, this area should include amenities such as bicycle racks and bus shelters.

Sidewalk: A minimum 6-foot wide sidewalk that allows for uninterrupted pedestrian movement should be provided.

Building Zone: A minimum 15 foot wide multi-use zone that accommodates a second row of trees and possibly additional plantings should be provided. Major shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered affect with those planted in the landscape amenity panel. When ground level retail is provided in a building, a portion of the building zone should be used for retail browsing or outdoor dining.

Figure U1
Boulevard Streetscape, Section

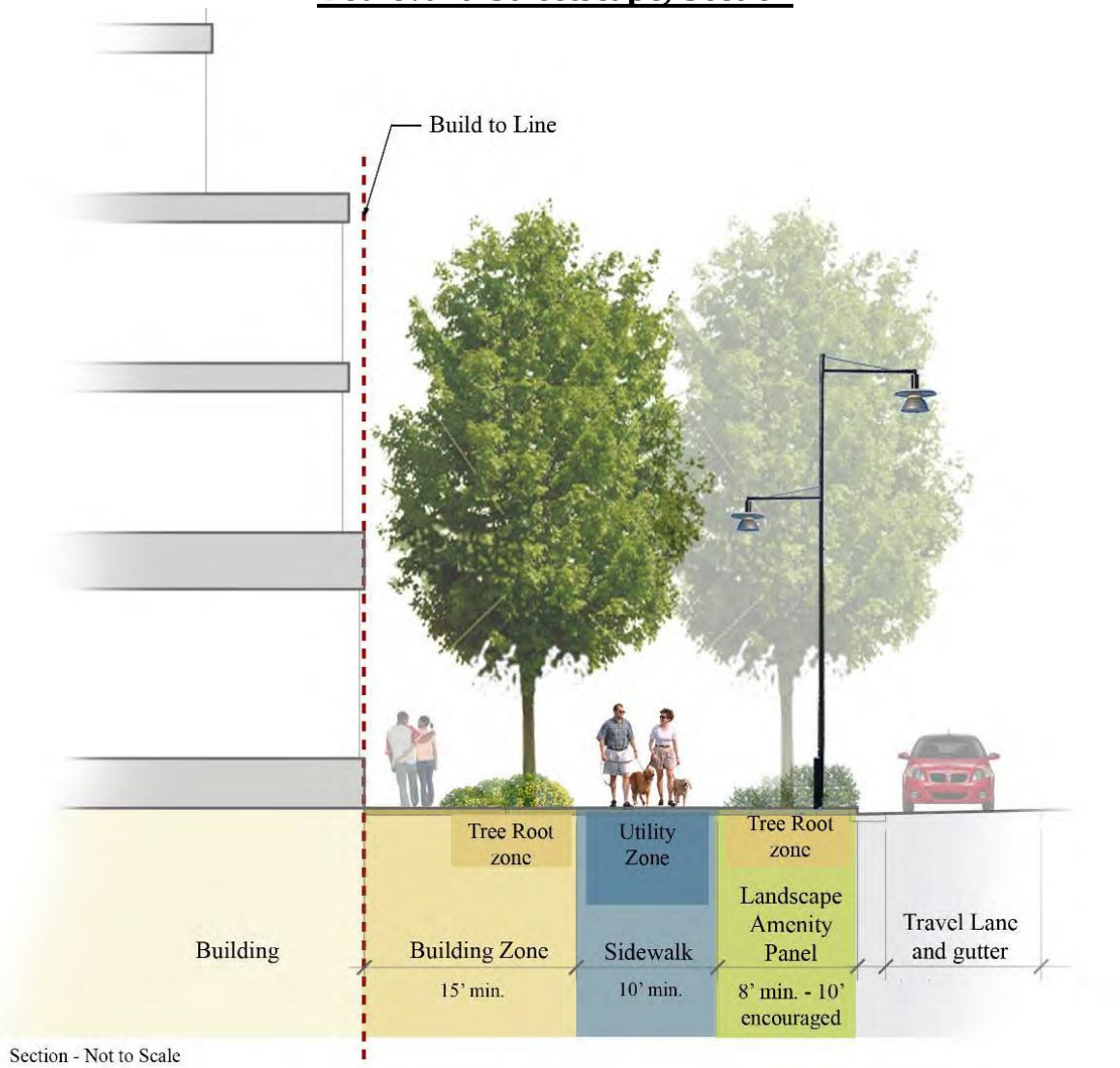
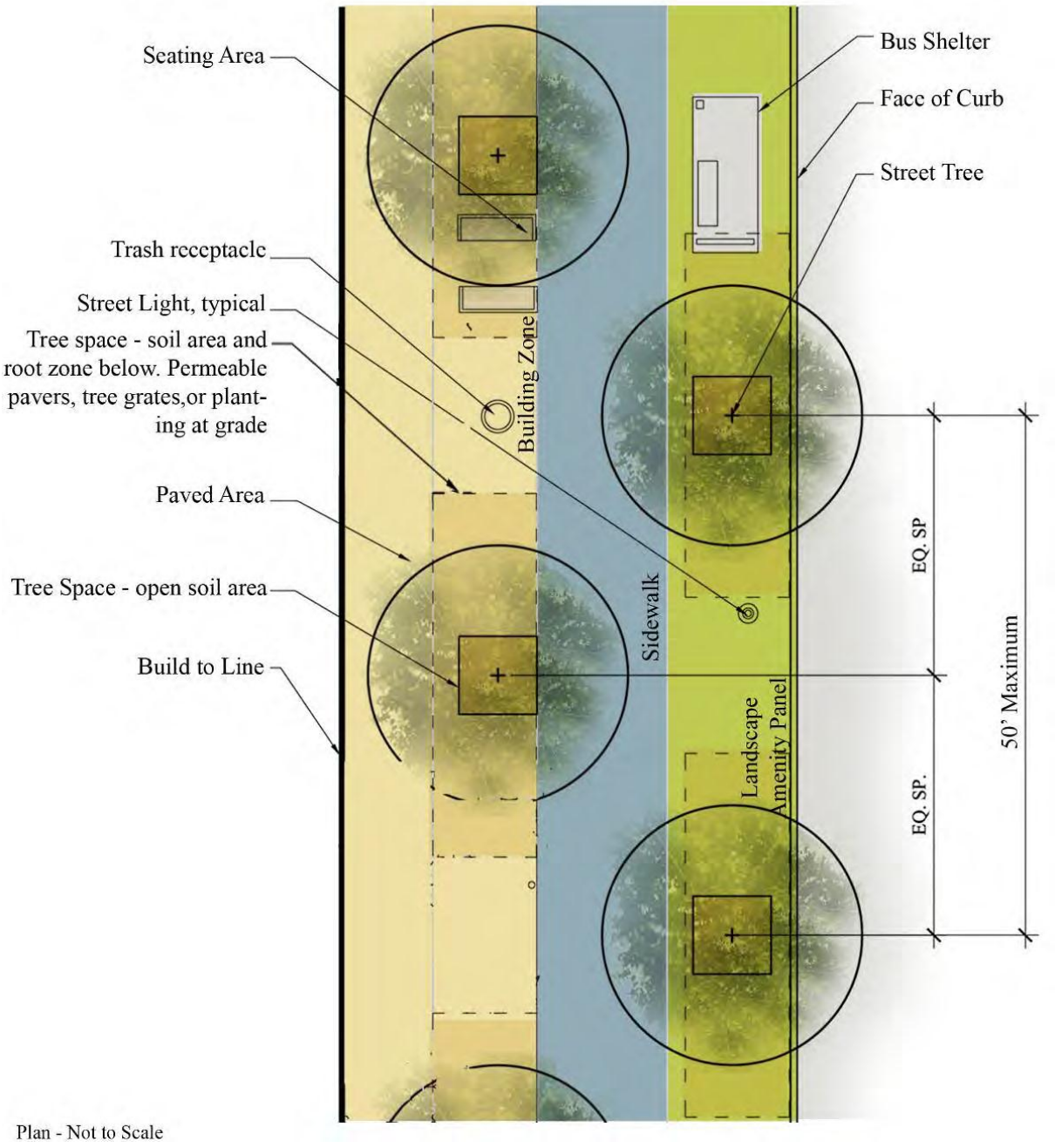


Figure U2
Boulevard Streetscape, Plan



Avenue, Collector, and Local Street Streetscapes- While avenues, collectors, and local streets serve different functions from a traffic perspective, their streetscapes are similar. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. These categories of streetscapes include Sunrise Valley Drive, Sunset Hills Road, Wiehle Avenue, Monroe Street and Reston Station Boulevard. See Figures **U3 & U4** below.

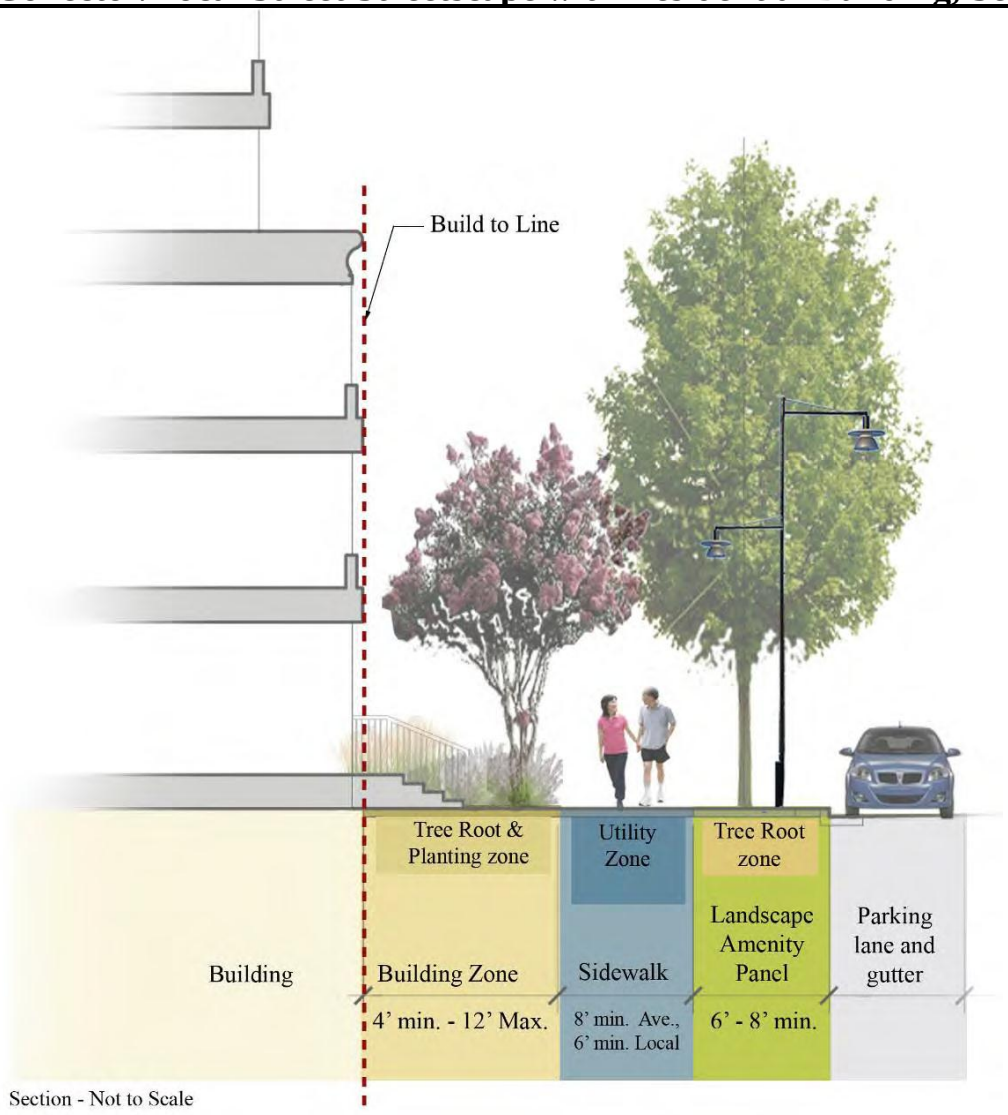
The following recommendations are provided for achieving the streetscape character for avenues, collectors, and local streets:

Landscape amenity panel: This zone should be a minimum of 8 feet wide along avenues and collectors and a minimum of 6 feet wide along local streets. Street trees should be evenly spaced in ordered plantings, recognizing the constraints of utility locations an fire access. Vegetation may also include shrubs and ground cover. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses.

Sidewalk: Sidewalks along avenues and collectors should be a minimum of 8 feet wide. Sidewalks along local streets should be a minimum of 6 feet wide.

Building Zone: The width of this zone should range from 4 to 12 feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

Figure U3
Avenue/Collector/Local Street Streetscape with Residential Building, Section



Note: This graphic depicts a residential building zone (8-12'). In commercial developments, the building zone will be smaller (4-8')

Figure U4
Avenue/Collector Street Streetscape with Residential Building, Plan

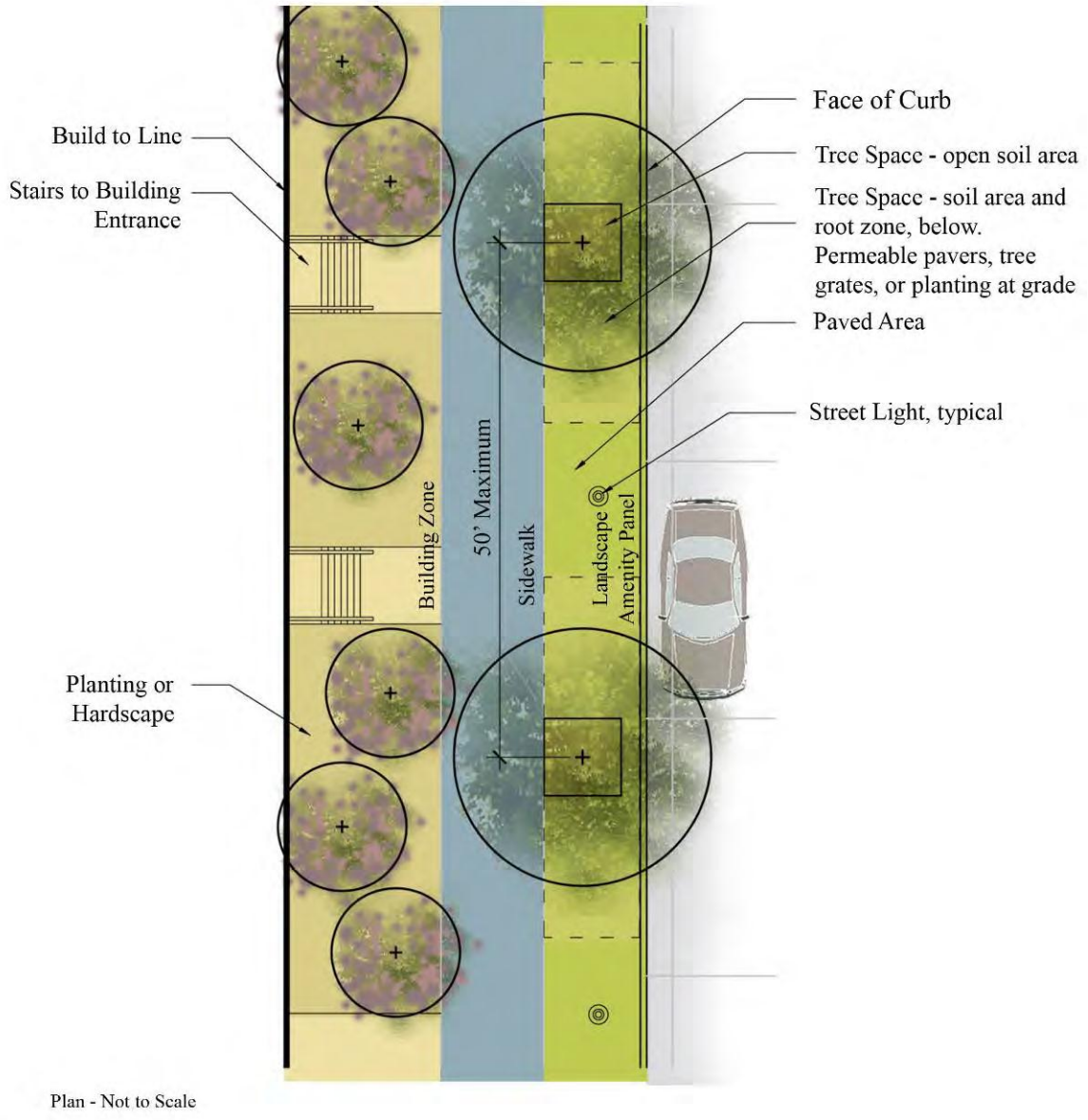


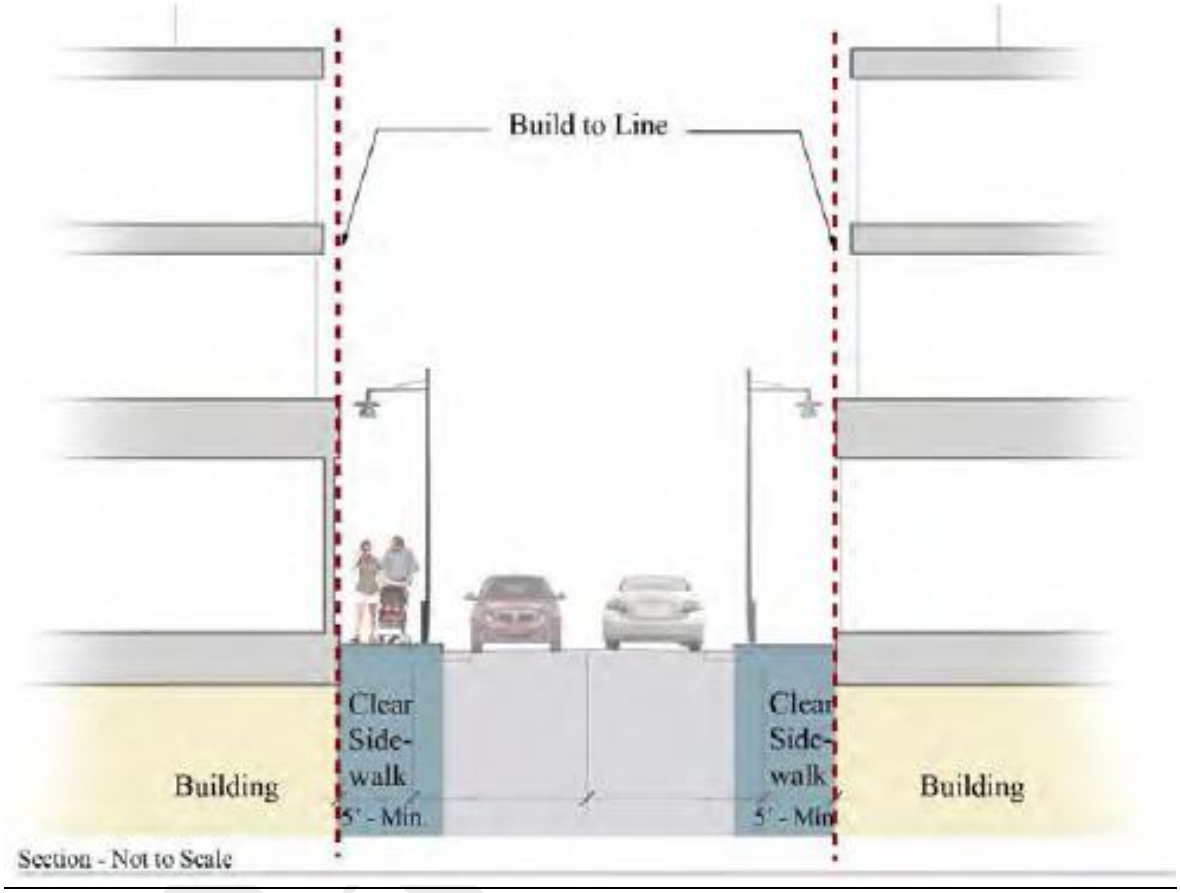
Figure U5
Local Street Streetscape with Tree Thicket Concept and Residential Building, Plan

(NOTE: Graphic to be provided in next draft)

Service Street Streetscapes **-** Service streets are expected to provide access to parking, loading docks, waste management, utilities, and other back-of-house operations. While they do not primarily serve pedestrians, they should provide a minimum level of accessibility and safety for pedestrians where applicable. See Figure **U6** below.

Sidewalk: A minimum 5-foot wide clear sidewalk should be provided adjacent to buildings. No poles, utilities, or other appurtenances should be located in the sidewalk clear area. Attractive street lighting should be provided to illuminate both the street and the sidewalk. In lieu of pole lights, attractive safety and wayfinding lighting may also be attached to the building face.

Figure U6
Service Street Streetscape, Section



Building and Site Design Recommendations

Building and site design must support the pedestrian realm to create a vibrant urban environment. The pedestrian and public realm is framed by buildings and adjacent open spaces. It is the arrangement and character of the buildings, as well as the quality of the spaces in-between, that determine the quality of the urban form as a whole.

The following recommendations address Build-to Lines; Building Frontages; Active Uses; Building Mass; Step-Backs; Building Articulation; Fenestration and Transparency; Parking Design; and Building Height.

Build-to Lines: The build-to line is a theoretical line on the ground indicating where the facades of buildings should be located, generally at the back

of the building zone. The line generally applies to the podium (or base) of the building and excludes building towers. The build-to line should be consistent within a block, unless it is intentionally varied to achieve facade articulation, streetscape uses such as outdoor dining, or other public open spaces. Consistent build-to lines ensure that the ground floors of all buildings on a block are in line with each other at the edge of the streetscape in order to enhance pedestrian accessibility and convenience.

Proposed developments should adhere to a consistently established build-to line for each block. The location of the build-to lines will relate to the streetscape guidance, the intensity and activity of the land uses, and the desired relationship of pedestrians to these uses. The location of the build-to line may vary depending on the character of the street and the district.

Existing uses and buildings that do not conform to the build-to line established by new development (especially those that are a part of phased redevelopment plans) should investigate opportunities to create visual and physical linkages to conforming new buildings that address the pedestrian realm. These buildings may use walls, landscaping, or other architectural features to align with other buildings at the build-to line.

Building Frontages: The building frontage is the portion of the building that serves to define and enclose the pedestrian realm. The building frontage only applies to the podium (or base) of the building. It generally aligns with the build-to line and serves as a physical and visual boundary to the pedestrian realm and should therefore be visually engaging to the pedestrian and should provide appropriate, convenient access. Building frontages should engage pedestrians and avoid creating barriers, or the impression of disconnection from the surrounding neighborhood. This encourages an enlivened, engaged and conveniently accessed pedestrian realm.

In general, ground-floor commercial uses should be accessed directly from the adjacent public sidewalk or building zone. In the absence of significant existing elevation changes, storefronts should be at the same grade as the sidewalk and building zone. Ground-floor residential uses, however, should be appropriately separated from the public sidewalk to distinguish the units and to provide some privacy. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm, while simultaneously providing convenient access.

If accessed directly from the public sidewalk, stairs should not impinge upon the pedestrian realm; they should be located wholly on private property so as to not

affect pedestrian movement. In lower density areas, front yards should be shallow and characterized by entry gardens and terraces that encourage a direct relationship between the building and the pedestrian realm.

-Active Uses: Active uses are those uses within a building that are designed to be occupied and have views to the adjacent streetscape or open space. Active uses engage pedestrians and may include retail or service uses. They encourage pedestrian activity by engaging the interest of pedestrians along their walk. Active uses also provide for "eyes on the street", creating a sense of safety for pedestrians.

The building frontage should include active uses, such as retail, at street level along the appropriate pedestrian corridors such as boulevards, avenues and local streets. Uses like loading docks, mechanical rooms, utility vaults, and exposed parking decks detract from the pedestrian experience and should be placed internal to the building envelope or facing service streets.

Building Mass: Building mass is the three-dimensional bulk of a building: height, width, and depth. Planned development in the TOD areas will be urban in nature, and new buildings will generally occupy a majority of the block and be multiple stories in height. Sites should be designed with care to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding context. Attention to building mass in the design process will protect pedestrians' access to light, and allow for access to light and privacy for other buildings. In addition, proper building mass should minimize long periods of shadow on the street, adjacent buildings and public open space.

Step-Backs: The pedestrian experience is greatly influenced by the height of the building along the sidewalk. Step-backs are one tool that can be used to create an appropriate proportion of street width to building height. Building step-backs are the stepping back of the upper floors of a building to reduce its apparent mass at the street level. They result in building towers which are set back from the building frontage. As a result, pedestrians only perceive the first few floors of the building podium (base), and not the full height of the tower. Step-backs can be used to reduce the impacts of shadows and increase the access of sunlight to the pedestrian realm. They can also reduce the visually disconcerting "tunnel" effect that sometimes occurs along streets that are lined with tall buildings.

Step-backs can vary by location and context. They can be used to add a measure of depth and complexity to the bulk of buildings. Step-backs may be

necessary to ensure sunlight in certain locations, particularly as related to public open spaces. Solar shading analyses (also called sunlight or shadow studies) may be necessary to ensure that adjacent buildings will have adequate light and air. In higher density areas, building podiums will tend to be taller, and thus, the step-back may be located anywhere from four to eight stories above sidewalk level. In lower density areas, the step-back may occur from two to four stories above sidewalk level. Step-backs should be reviewed in proposed developments to confirm the scale and proportion of the street section and their relationship to adjacent building heights and scale. In general, the goal is to create a street width to podium height ratio anywhere from 1:1 to 1:2. The use of the step-back technique, as illustrated in Figure **U6**, can help avoid the "wedding cake" architecture which can result from excessive building setbacks.

Figure U7
Step-back Illustration

Note: An appropriate ratio of street width to building base height should be preserved throughout the introduction of a step-back above the building base or podium. The recommended street width to building base ratio is between 1:1 and 1:2.

Building Articulation: Building articulation is the variation in a building's facade to provide changes in depth, patterning, or fenestration. Some elements of building articulation include rhythmic bays, planar breaks, window systems, entries, balconies and stoops. It can also include changes across building heights. This can include material, color and textures which express the ground floor, building podium and building tower. Building articulation can make buildings

interesting and engaging to the pedestrian while simultaneously breaking down the scale of building facades to avoid large, monotonous areas of building wall. Certain types of articulation can also provide shade or orient pedestrians by defining entries.

Building articulation can vary by location and context. Buildings should include appropriate elements in order provide for an interesting and engaging pedestrian environment.

Fenestration and Transparency: Fenestration refers to the pattern of openings in a building facade typically through the use of windows, doors and other glazed areas. Transparency in the fenestration of appropriate ground floor uses can visually activate the pedestrian realm and allow for "eyes on the street" which can enhance the feeling of safety for pedestrians.

Where ground floor retail, commercial, community or other non-residential uses occur, the facade above bulkhead and below the finished elevation of the first floor ceiling should be largely transparent. Transparency should permit visibility from the sidewalk into a building and its active uses. Opaque, mirrored and translucent glass should be avoided and should not be considered "transparent."

In residential buildings, the level of ground floor transparency may be lower for private uses, such as living areas. Residential lobbies and other common spaces should exhibit higher transparency and should provide a visual connection to the pedestrian realm.

Parking Design: The following parking design recommendations are applicable to all areas of the Reston Transit Station Areas:

- Parking access should be designed to minimize conflicts between vehicles and pedestrians and to take into account pedestrian safety. This may include reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.
- Vehicular access to parking lots and parking garages should be limited to local streets or service streets when feasible.
- Parking access should always be designed to be attractive and coordinated with the site plan and architecture.
- Certain uses, such as retail, civic or entertainment, may require highly visible parking.
- Exterior and interior parking structure lighting design should provide adequate lighting levels that ensure public safety without creating glare and light spillage into adjacent structures, roads, and the pedestrian realm. All

parking lot lighting should confirm to current LEED light pollution requirements and County ordinances.

Structured Parking - Underground parking is the least intrusive form of parking on the built environment and is the preferred method for providing parking in the TSAs. Above-grade structured parking, or podium parking, is also appropriate. Above-grade parking structures should be "wrapped" with active uses to the maximum extent possible. See Figure **U8**.

In some locations, exposed parking structures that are not wrapped with other uses may be unavoidable. In such cases, careful architectural detailing, lighting, and landscaping should be employed along the building frontage to mitigate the negative impacts of exposed parking levels. Generally, architecturally-treated garages should be designed consistent with surrounding buildings. Efforts should be taken to place these structures facing service streets. New stand-alone above-grade parking structures are discouraged.

Figure U8
Example of Below Ground/Podium Parking

Surface Parking - It is the long term vision to avoid large surface parking lots. Surface parking detracts from the pedestrian experience and should be avoided. The exception to this guideline occurs in portions of the Non-TOD Districts, where structured parking may not be economically feasible. Surface parking may also be considered for short term parking, such as 15 minute retail parking or for passenger drop-off and pick-up areas. In addition, as the area transitions to a more urban environment, surface parking may be considered on an interim basis.

When provided, surface parking lots should be located to the side or rear of the primary use and should contain pedestrian connections that lead to the front door of the associated building. They should be intensively landscaped, be well-lighted, and publicly visible for greater safety. Surface parking lots should provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the pedestrian realm. They also should be designed to contribute to site stormwater management by using elements such as planter areas and permeable paving in the parking stall area.

On-Street Parking **-** On-street parking makes sidewalks safer and provides necessary and sometimes more accessible residential and retail parking. Many avenues, collectors, and local streets within the TSAs should provide on-street parking (see Transportation section for additional guidance). Where on-street parking is provided, curb cuts for vehicular access should be minimized in order to increase pedestrian safety and maximize the number of on-street parking spaces.

Building Height: Building heights in the TSAs will reflect the proposed intensity pattern. In the Wiehle and Herndon TOD districts, the tallest buildings will be located within ¼ mile of the Metro station platforms. In the Reston Town Center TOD district, building heights may be comparable to or exceed those in the Town Center Urban Core. Heights in most areas should step down as the distance from the station increases and maintain access to sunlight as much as possible.

The following are general recommendations regarding building height:

- Building heights and massing should respond to context, intended uses, and the Plan's vision for specific locations. Buildings may be oriented to maximize their view potential, but their location and orientation should take into consideration uses in the immediate vicinity.
- The tallest buildings should be iconic in design and serve as identifying features that contribute to the quality of the skyline. Iconic architecture can be defined as buildings that are well-crafted, unique, distinguishable within their context, and complementary to the urban fabric. Iconic architecture should also advance the overall quality of design within the district.
- During the development review process, solar shading analyses (also called shadow studies) for all buildings should be provided to ensure that adjacent buildings and public spaces will have adequate access to light.

Publically Accessible Open Space – High quality open spaces of all types provide opportunities for spontaneous interaction and programmed activities as well as increasing the permeability of the built-environment. A variety of large and small publically-accessible open spaces should be available throughout the Reston community.

In some instances, such open spaces can be sited so as preserve, augment and/or enhance the natural environment. In certain parts of Reston's TSAs, opportunities to preserve areas with existing trees should be sought to help connect these more urban areas to the larger fabric of Reston.

Definition of Publically-Accessible Open Space **–** For the purposes of this Plan, these spaces are to be for public enjoyment and may be either publicly or privately owned. They may include:

- environmentally sensitive areas, such as Resource Protection Areas (including wetlands, streams and stream buffers) and priority forest areas;
- active recreation areas, such as large active play fields and smaller outdoor recreation areas for activities such as tennis and volleyball;
- designated publically-accessible open spaces, such as gardens, plazas, walkways, pathways, trails, urban parks, through-block connections, civic spaces, town squares, and a memorial sculpture garden; and
- other publically-accessible open spaces including small urban parks and civic spaces.

Public open spaces must not include streets, parking and driveways or areas for vehicles, sidewalks less than 12 feet wide, and roof top areas not readily accessible to the public. In some instances, publically-accessible open space may need to be identified by a wayfinding sign.

Calculation of Public Open Space **–** The following guidelines apply when considering the total amount of publically-accessible open space to be provided by any given project:

- The minimum open space should be 20 percent of the net lot area (total lot area not including areas for public or private streets and 12 feet of the sidewalk area). Flexibility in location should be used in applying this minimum, recognizing that smaller open spaces are more appropriate and are generally used and enjoyed in the highest density areas. Some portions of the 20 percent minimum may be more readily located in the immediate proximity of the transit station areas.

- The minimum publically-accessible open space requirement for each parcel may be met by open space located off-site and combined with other properties within the TSA to create larger public spaces (e.g. the proposed large civic green in the South TOD area of the Town Center TSA and the proposed green, linear park along Sunrise Valley Drive).
- Publically-accessible open space may include active space such as an outdoor performance space, active recreation fields, public parks, and a memorial sculpture garden.

Interim Conditions: In many cases developments will be phased over time. In addition to demonstrating how projects will ultimately adhere to the Urban Design Principles contained in the Plan, phased developments should prepare plans and supporting graphics that demonstrate how all interim conditions will meet Plan objectives, including those related to urban design. Among other design considerations, these plans should:

- Provide pedestrian circulation that meets the connectivity goals of the Plan.
- Show how any interim parking facilities will adhere to parking design goals.
- Show how landscape and sustainable hardscape improvements will improve the aesthetic character of any existing or proposed interim uses.
- Show how interim stormwater facilities can be creatively incorporated into a high quality landscape design.
- Provide streetscape improvements that conform to Plan guidelines and that result in enhanced continuity of the streetscape design.
- Show how proposed public amenities such as open spaces and Urban Parks will be integrated into the site.

TRANSPORTATION

The vision for the three Reston TSAs promotes a mix of land uses served by a multi-modal transportation system. Various planned transportation improvements will facilitate this vision, while accommodating current and future commuters and residents within and around the transit station. The improvements should 1) balance future land uses with supporting transportation infrastructure and services, 2) address the long term needs of the area, including significantly improving the infrastructure and facilities for transit, pedestrians and bicycles, 3) design a road network that includes a grid of streets in the TSAs to improve

connectivity around the transit stations and can accommodate all modes of transportation.

The following recommendations are intended to help improve circulation within, around, and through the TSAs. While the transportation recommendations support the development near the Metrorail stations, these recommendations also will facilitate regional travel through the area. The transportation recommendations are divided into eight sections: Land Use/Transportation Balance, Monitoring System, Public Transportation, Road Network and Circulation, Bicycle Facilities, Transportation Demand Management, Parking Management, and Funding of Transportation Improvements and Services.

Land Use/Transportation Balance

Maintaining a balance between the land uses in these three TSAs and the supporting transportation system is essential in order to preserve accessibility in and around these areas as development occurs over time. To maintain a balance, the increase in development should be coordinated with the provision of transportation infrastructure and specific programs to reduce vehicle trips.

Within the TSAs, preference should be given to maintaining a high level of service for all modes including transit, vehicles, pedestrians, and bicyclists. To achieve this, consideration should be given to safety and security, direct pathways, topography, and the achievement of a balance between traffic delay and a pedestrian friendly environment. Impact studies should quantify the level of service (LOS) for all applicable modes by applying up-to-date standard techniques. It is the intent of these recommendations to maximize the future use of non-vehicular modes of transportation in these TSAs in the future. However, safe and efficient circulation for vehicles will still need to be provided within, through and around the TSAs.

Monitoring System

Maintaining a balance between land use and transportation is dependent on a number of factors, such as the provision of a grid of streets and a reduction in the number of vehicle trips. The necessary transportation infrastructure, modal split levels, and vehicle trip reduction levels to balance planned new development have been analyzed extensively based on known conditions at the time of developing this Plan guidance. However, these conditions may change in the future which could result in changes in the number, frequency or direction of vehicle trips. For this reason, it is essential to monitor ~~the amount of built and approved~~ new

development and the resulting vehicle trips into and within the TSAs over time. This review should occur at least every 5 years or as needed based on ~~changes in circumstances~~ the pace of new development.

Public Transportation

Metrorail - The introduction of Metrorail service along the Dulles Airport Access Road is a key ~~factor~~ component to providing increased mobility and reducing vehicle dependency for employees and residents in the three TSAs. Focusing the highest density development, especially new office development, around the Metrorail stations is vital to promote the use of ~~public transportation~~ mass transit and achieving the vision for these TSAs.

Local Bus Service - Fairfax Connector bus service currently serves both local riders and people commuting from the TSAs to other employment centers. These routes will be modified to provide convenient and reliable feeder service from other parts of Reston to the Metrorail stations.

Road Network and Circulation

The road network and circulation recommendations provide additional transportation guidance for development within the Wiehle-Reston East, Reston Town Center, and Herndon Transit Stations Areas. As new streets are constructed, right-of-way should be provided for their ultimate configuration including pedestrian and bicycle facilities as identified in the Plan. The streets should provide a level of connectivity and accommodate all modes of transportation to the fullest extent possible.

Balancing the competing needs of numerous stakeholders will be necessary from the earliest stages in the planning and design of transportation projects. The design of a facility should ensure safety for all users and should function appropriately for all users regardless of the mode of travel they choose. Flexibility in design may be considered to achieve Plan objectives.

New Staff Comment (7/29/13): The Network Level of Service section that follows was moved from later in the Transportation section to this location.

Network Level of Service

An overall Level of Service (LOS) 'E' goal is expected for the street network in the Reston Transit Station Areas. In instances where a LOS E standard cannot be attained or in a TSA with planned development, remedies should be proposed to offset impacts using the tiered approach described below. The purpose of this tiered approach is to support implementation of the grid of streets, which is more typical of urban areas and improves mobility for pedestrians and bicyclists.

In the development review process, mitigation of problem locations should follow the following sequence:

1. First, determine whether addition of capacity and/or increased operational efficiency is achievable without decreasing pedestrian walkability and safety. The widening of roads by adding exclusive turn lanes and/or through lanes will not be desirable in most cases since it will increase street widths at intersections and therefore work against an attractive environment for pedestrians. In lieu of additional lanes, it is preferable to add links to the street grid where applicable with the goal of promoting the build out of the grid of streets. This strategy creates additional diversionary paths for vehicles and decreases the traffic at problem locations in the vicinity of a proposed development.
2. When the first step ~~1~~ is not achievable, decrease future site-generated traffic by (1) changing the mix of land use within the parameters of the applicable land use guidelines (e.g., replacing office or retail uses with residential use), (2) increasing transit use through provision of additional and improved services, and/or (3) optimizing the application of TDM with measures that might include greater transit use, walking and bicycling.
3. If the measures outlined in the previous ~~measures~~ two steps do not provide adequate improvement of LOS, a development proposal or phase future of development may need to be conditioned on funding or completion of offsetting improvements. Financial contributions of significant value dedicated to addressing deficiencies in the TSA may be considered as an offsetting improvement. These contributions may not be used as a credit against other contributions toward off-site transportation improvements.

Transportation Demand Management

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly to

reducing single occupant vehicles during peak periods, and expanding the choices available to residents, employees, and visitors. Examples can be found in the County's Policy Plan. The result is a more efficient use of the existing transportation system. TDM is a critical component in achieving the Plan's goal of land use and transportation balance.

The objective of a successful TDM program for the TSAs is to reduce the number of single occupant vehicle trips. These reductions are based on Institute of Transportation Engineers' (ITE) trip generation rates and are to fall within the ranges shown in the TDM Goals Table **T2** below. These goals are the ultimate objective once rail is operational and public transit is in place. The recommendations are for reductions of at least 35% for the areas within ¼ mile of the Metrorail stations and at least 30% for the areas between ¼ and ½ mile from the Metrorail stations.

Table T2
Transportation Demand Management (TDM)
Vehicle Trip Reduction Goals For Commercial and Residential Development

Development		TOD Locations		Non-TOD Areas
		0 to ¼ mile	¼ to ½ mile	
Office	TDM Goal	45%-35%	40%-30%	35%-25%
Residential	TDM Goal	45%-35%	40%-30%	25%-15%

Note: The percent reduction is from the ITE peak hour trip generation rates

A large component of TDM will be the implementation of formal TDM programs by the various stakeholders within the TOD Districts. At a minimum, development proposals should include the following elements associated with their TDM program in addition to the minimum goals stated above:

1. Indication of the trip reduction goals to be achieved at each phase of development and the measures to be used in the program.
2. TDM implementation plans with monitoring provisions.
3. Provision of remedies if a TDM fails to achieve its objective within a reasonable period of time, including restriction on the timing for future development.

Road Transportation Improvements

The following list of roadway network improvements are recommended to achieve the vision for the three TSAs and enhance connectivity through these areas by creating multiple and enhanced connections.

- Fairfax County Parkway - 6 lanes with High Occupancy Vehicle (HOV) lane(s)
- Grade separation at Fairfax County Parkway and Sunrise Valley Drive
- Fox Mill Road - 4 lanes from Reston Parkway to Monroe Street
- West Ox Road - 4 lanes from Lawyers Road to Centreville Road
- Monroe Street - 4 lanes from West Ox Road to the Town of Herndon
- Town Center Parkway Underpass (4-lane tunnel) from Town Center Parkway and Sunset Hills Road to Sunrise Valley Drive west of Edmund Halley Drive
- Extend Pinecrest Road from South Lakes Drive to Sunrise Valley Drive
- Reston Parkway – 6 lanes from South Lakes Drive to Baron Cameron Avenue
- Overpass (4-lane bridge) across the Dulles Toll Road from Sunset Hills Road to Sunrise Valley Drive approximately at Soapstone Drive (referred to as the Soapstone Overpass)
- Overpass (4-lane bridge) across the Dulles Toll Road from Sunset Hills Road to Sunrise Valley Drive approximately at South Lakes Drive (referred to as the South Lakes Overpass)
- Implement an enhanced street network (also referred to as a grid of streets) to increase connectivity

A fundamental purpose of the grid of streets is to increase connectivity in the TSAs. One benefit is the availability of alternative routes for vehicles, thereby reducing congestion. A conceptual enhanced street network is shown on Map **T1** below *(NOTE: Map to be added in next draft)*. In planning the grid of streets,

consideration should be given to avoiding intersections with acute or awkward angles; minimizing exclusive turn lanes; and having block sizes generally within a 400 foot to 600 foot range. Any block longer than 600 feet should contain a mid-block pedestrian connection where possible.

INSERT MAP T1 – Conceptual Enhanced Street Network

In addition to the list above, intersection improvements may be required in order to ensure acceptable traffic operations. Each roadway improvement should be independently evaluated not only for its transportation utility from a cost-benefit perspective but also for its environmental implications, such as effects on storm water management, water quality, noise or parks, and also the roadway design and its integration into the area's urban context.

Street Types - Street types respond to the needs of traffic from transit, pedestrians, bicycles, as well as vehicles. Street types in the TSAs have been identified and an overview of the features within the curb (the road and median) for each street type is included according to each type's functional classification. The cross-section for each street type contains flexibility to be able to respond to particular needs in different locations. Streetscape diagrams are located in the Urban Design section.

The design guidelines for street types should be followed when providing new private or public roadway connections or when proposing improvements to the existing roadway network in the TSAs (to the extent consistent with applicable County standards). See Table **T1** for Urban Design Functional Classifications. Minor Arterials primarily function as through traffic carriers. The collector streets collect traffic from the local streets and route them to arterials while the local streets allow internal circulation and connectivity within the area.

Table "T1"
Examples of Urban Design Functional Classifications
(Reston Transit Station Area Street Types)

Fairfax County Roadway Functional Classification	Urban Design Functional Classification	Reston TSA Examples
~~**Minor Arterial - Type A**~~	~~Through Corridor~~	~~Centreville Road~~
Minor Arterial – Type A	Boulevard	Reston Parkway
Minor Arterial - Type B	Avenue	Sunrise Valley Drive
Collector Street	Collector	Town Center Parkway
Local Street	Local	Reston Station Boulevard

More Information on Fairfax County Roadway Functional Classifications:
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/transportation.pdf (beginning on p. 12)
http://www.fairfaxcounty.gov/dpz/zoningordinance/appendices/apx08.pdf

The existing and planned roadways in these three TSAs and vicinity are categorized as follows according to the Fairfax County Guidelines for Functional Classification of Roadways. The guidance below is for roads associated with redevelopment or new development. Some of these characteristics may not be desirable due to the type of environment or be able to be implemented due to development constraints. Flexibility should be provided for roads that transition to existing roads. In addition, if new roads cross environmentally sensitive land there should be flexibility in road design. The Urban Design section includes the streetscape recommendations.

~~1. *Minor Arterials (Through Corridors)* Centreville Road is a minor arterial adjacent to the Herndon TSA primarily carrying the longer-distance through traffic from adjacent areas such as Loudoun County to west and northwest and the Town of Herndon to the northeast.~~

1.~~2.~~ *Minor Arterials (Boulevards)* – Reston Parkway is a minor arterial in the Reston Town Center TSA primarily carrying the longer-distance through traffic from adjacent areas such the Town of Herndon to the west and Loudoun County to the northwest.

Curb to Curb Area:

- Median width of approximately 14 to 22 feet (may be wider for areas with frequent pedestrian crossings)

- 2-3 travel lanes per direction (11 feet for each lane)
- 1 extra wide travel lane per direction may be desirable, adjacent to the curb, to accommodate bikes (14 feet)

2.~~3.~~ *Minor Arterials (Avenues)* – Sunrise Valley Drive, Sunset Hills Road and Wiehle Avenue are minor arterials in and adjacent to the TSAs. These roadways carry shorter-distance through traffic, and carry less traffic volume than Principle Arterials.

Curb to Curb Area:

- Median width of approximately 14 to 22 feet, if provided, to allow for safe pedestrian refuge
- 2 travel lanes per direction (11 feet for each lane)
- 8 feet for on-street parallel parking if found desirable
- 5 foot on-road dedicated bike lane per direction

3.~~4.~~ *Collector Streets (Collectors)* – Town Center Parkway, Monroe Street, Hunter Mill Road and the future Soapstone Road, South Lakes Drive and Town Center Parkway extensions are collectors in and adjacent to the TSAs. These roadways route traffic to major and minor arterials from the local streets.

Curb to Curb Area:

- A median is not preferred; however, if provided the width should be approximately 14 to 22 feet
- 1 to 2 travel lanes per direction (11 feet for each lane)
- 7-8 feet for on-street parallel parking per direction*
- 5 foot on-road dedicated bike lane per direction

4.~~5.~~ *Local Streets (Local)* – Local streets in this area include the internal circulation roads and the new planned streets which connect the land uses to collector roads and allow internal circulation.

Curb to Curb Area:

- Medians should only be required when they are part of the urban design concept and the landscape or open space plan
- 1 travel lane per direction (11 feet for each lane)

- 7-8 feet for on-street parking*
- Local streets are low speed facilities that may not require bike lanes

~~The above guidance is for roads associated with redevelopment or new development. Flexibility should be provided for roads that transition to existing roads. In addition, if new roads cross environmentally sensitive land there should be flexibility in road design.~~

Bicycle Facilities - Bicycle and pedestrian facilities should be provided consistent with Map X2 below. Bicycle facilities are described in the text located in the Street Types Guidelines under the Road Network and Circulation section above. In an effort to encourage bicycling in the TSAs, safe, secure, and convenient bicycle parking should be provided. The number of bicycle parking spaces should be determined based on the planned land uses.

Parking Management

To facilitate achievement of TDM goals and encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, or other parking reduction strategies are encouraged. These parking strategies can serve to reduce trips and more efficiently organize and utilize the area. For development within ½ mile of the Metrorail station, a parking plan should be submitted along with a development application that shows that the amount of parking that is provided is sized to support the development. Provisions for parking reductions and other lower parking incentives should be utilized if it is supported by the parking plan. Table T3 has target parking rates for areas within ½ mile of a Metro Station.

* 7 feet for residential areas; 8 feet for mixed-use commercial areas.

Table T3
Target Parking Rates for Areas within One Half Mile of Stations

Use	Fairfax County Parking Requirement (as of 2013)	< ½ Mile From Metro	Optional 10% Reduction < ¼ Mile from Metro
		Target Parking Rate[1]	Target Parking Rate[1]
Residential or Lodging Unit			
Townhouses	2.7	2.0	1.8
Multifamily 0-1 Bedroom	1.6	1.3	1.2
Multifamily 2 Bedroom	1.6	1.5	1.4
Multifamily 3+ Bedroom	1.6	2.0	1.8
Hotel	1.08	1.08	1.0
Commercial Spaces/1,000 sq ft			
>125,000 sq ft	2.6	2.2	2.0
<125,000 sq ft	3.6	2.3	2.1
Retail	4.0-4.8	3.2-3.8[2]	No minimum[2]

[1]The Target Parking Rate is a parking minimum.

[2]For uses not specifically listed above, the minimum parking space requirement set forth in sections 11-103, 11-104, 11-105 and 11-106 shall apply as follows: In TOD districts, the first 5,000 square feet of gross floor area located on the ground or street level for the following uses shall not be included in the calculation of required parking: personal/business services, fast food restaurant, quick service food store and/or eating establishment. Beyond 5,000 square feet, the minimum number of parking spaces required shall be based on 80% of the specified rates set forth in such Sections.

Funding of Transportation Improvements and Services

Funding these transportation improvements through Federal, State and County sources should be pursued; however, some combination of public and private sector funding will be necessary to cover the costs associated with these improvements and to expedite implementation. Additionally, these improvements may be implemented in stages by the private sector as development occurs. Further detailed examination of these funding options for each improvement identified and those that have not been identified is needed before a preferred funding approach is selected.

Updated Staff Comment (6/25/13): The Environmental Stewardship section (following) has been updated with additional guidance regarding Stormwater Management. However, staff discussions are continuing so further revisions may result.

ENVIRONMENTAL STEWARDSHIP

Reston is a community founded on the integration of nature with developed areas and the stewardship of its wetlands, streams, lakes, forests, and other natural areas. Protecting, restoring and enhancing Reston's diverse natural areas will remain a central planning principle and activity. Reston Association (RA), the Reston Town Center Association (RTCA), the North Virginia Park Authority (NVRPA), Fairfax County, homeowner associations, and individual property owners will plan and manage Reston's natural resources with the following environmental stewardship planning goals in order to keep natural areas healthy and resilient:

- Protect the headwater areas and other environmentally sensitive areas through the implementation of innovative stormwater management practices.
- Restore and enhance the tree canopy and other natural areas.
- Establish high expectations regarding use of green technology and low impact development techniques for all buildings and neighborhoods.
- Provide noise attenuation measures as appropriate.

Stormwater Management

Future development offers considerable opportunities to improve upon past stormwater management practices in furtherance of efforts to protect and restore

local streams and to reduce pollutant loads entering the Potomac River and Chesapeake Bay. Low impact development (LID) techniques of stormwater management can serve to reduce runoff volumes entering local streams and can more easily be incorporated within densely developed areas than more traditional detention and retention ponds. These LID practices can include, but are not limited to, bioretention or biofiltration facilities (commonly known as rain gardens), vegetated swales, porous pavement, vegetated roofs, tree box filters and the collection and reuse of stormwater runoff.

Environmentally-friendly stormwater design should be an integral design principle that will be part of the conceptual stage of site development for all future development, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. The incorporation of stormwater management strategies in parks and other open space areas within Land Unit A may support this approach while providing recreational amenities, and there may be opportunities to incorporate LID practices within other open space areas.

Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects.

In addition, the following guidelines should be followed for any application for which a floor area ratio (FAR) of 1.0 or more is proposed. Any development proposals in the area should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls, allowing for flexibility in specific approaches taken to achieve these guidelines.

- Stormwater quantity and quality control measures should be provided that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume or significantly delaying its entry into the stream system. The emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

- LID techniques of stormwater management should also be incorporated into new and redesigned streets where allowed and practicable.
- At a minimum, stormwater management measures should be provided as follows:

1. For sites that have greater than 50% impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25% less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25% less than the existing condition peak runoff rate for the same storm.

2. For sites that have 50% or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm. Alternately, a stormwater management plan that protects receiving stream channels from excessive erosion, including stream channel protection and quantity control strategies, may be pursued.

3. Stormwater runoff associated with the development should be controlled such that either: (a) the first one (1) inch of rainfall is reused, infiltrated or treated in a manner through which 80% of the average annual post-development total suspended solids are removed; (b) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia's Stormwater Regulations/ the County's Stormwater Management Ordinance; or (c) an equivalent level of water quality control is provided.

4. As an alternative to items 1, 2 and 3 above, if the U.S. Green Building Council has supplanted its LEED® 2009 rating system, stormwater management measures may be provided that are sufficient to attain the stormwater management-related credit(s) of the most current version of LEED-NC or LEED-CS rating system (or equivalent of this/these credit(s)).

If these goals are demonstrated to not be achievable, all available measures should be implemented to the extent possible in support of these goals.

As an alternative to items 1 through 4 above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and stream protection/restoration needs, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.

Natural Resources Management

Protection, enhancement and management of natural resources in the existing wetlands and streams in Reston are critical to the long term viability of those habitats.

Wetlands - Wetlands filter water and provide important habitat for native plants and animals. One notable wetlands habitat is the Sunrise Valley Wetlands Nature Park, which lies within ¼ mile of the Herndon Station. This privately owned land is a federally-mandated mitigation site established by Reston Land Corporation through a Conservation Covenant in July 1994. This site provides multiple ecosystems, including open water, marsh and upland forest, that attract a wide range of wildlife. Recreational uses that are compatible with the environmental objectives of the wetlands should be encouraged.

Streams and Buffer Areas - The Reston Association (RA) manages many of the stream valleys and lakes within Reston as part of its water resource program. Various tributaries have been negatively impacted by years of unchecked stormwater runoff, consumption of understory plants by deer, and encroachment by non-native invasive plant species. Generally, these streams suffer from numerous exposed utilities, particularly sewers; areas of severe stream bank erosion and many fallen trees; and a significant number of large sediment deposits. RA is implementing a ten-year action plan for a Watershed Master Plan to restore the Glade, Snakeden Branch, and tributaries to Colvin Run in Reston.

Lakes and Ponds - Four constructed lakes, (Lake Anne, Thoreau, Audubon and Newport), cover 125 acres, provide visual amenities, and create recreation opportunities while also functioning as stormwater management facilities. These lakes are actively managed by RA for sediment, algae, and shoreline stabilization. In addition, Lake Fairfax, owned by the Fairfax County Park Authority, is located adjacent to Reston and also provides stormwater management and recreation. Smaller ponds provide stormwater management and have become important features of the Reston area. Additional tree canopy and shoreline stabilization should be considered to enhance these important features.

Environmental Enhancement - Environmental enhancement efforts should be encouraged and should include endeavors such as the planting of native species of vegetation in degraded open space areas, invasive plant control, deer management, stream restoration, and creating new natural areas where disturbed areas currently exist. These expanded natural areas could build on the stream valley parks, adding land that increases riparian buffers and enhances stream valley corridors. Natural areas outside of Resource Protection Areas could serve as nodes for human activity and greatly improve quality of life while relieving stress on existing riparian areas. Stream valley park expansions should not include large hardscape areas (other than trails) and resources management should drive park design.

Tree Canopy Goals

Trees provide numerous environmental and human health benefits and should be considered an essential element in the vision for development and redevelopment within Reston. Environmental benefits include stormwater management, energy conservation, and mitigation of ozone and carbon in the air. When clustered together, as in a park setting, trees provide habitat areas for wildlife. From an urban design perspective, street trees enhance aesthetics, provide shade and relief from the sun and other elements, and create a sense of safety and protection from street traffic and noise.

The recommendations to restore and enhance the tree canopy include the following:

- Follow guidelines established in the Tree Action Plan: a 20-Year Strategic Plan to Conserve and Manage Fairfax County's Urban Forest
- Avoid the overuse of one tree species along streets
- Replace existing trees preferably in the same watershed

- Expand the eradication program for invasive species
- Expand the planting program for native trees, seedings, and shrubs and wildflowers to ensure regeneration and resilience of natural areas

Green Buildings

The Policy Plan's Environment section provides guidance for green building practices. Non-residential development in the TSAs should achieve LEED Silver certification or the equivalent, at a minimum, in light of the level of redevelopment potential proposed for the TSAs. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices. Achievement of higher levels of LEED certification is also encouraged. A broad range of practices can be pursued in support of or in addition to green building certification.

The following are examples of energy and ecologically conscious approaches to building design that should be encouraged within Reston:

- Provision of green (vegetated roofs)
- Use of site and building design and orientation for passive solar heating and daylighting
- Use of thermal and/or photovoltaic solar energy systems
- Incorporation of passive cooling through proper shading and ventilation
- Use of ground source head pump heating and cooling systems for space conditioning and hot water requirements
- Reduction of water consumption, including the re-use of gray water where allowed
- Use of radiant floor heating
- Provision of roof-mounted wind turbines as an energy source
- Recycling of building materials and maximize the use of locally produced materials
- Use of light reflecting roof surfaces
- Use of outside light shades that provide shading for glass while also directing sunlight deep into interior building spaces

Noise Impacts

The Policy Plan recommends against new residential development in areas with projected highway noise exposures exceeding DNL 75 dBA, which is a day-night weighted average noise level. However, broader planning goals for the Reston TSAs may suggest that sites near major highways and Metrorail would be appropriate for residential development and/or other noise-sensitive uses, even when projected noise impacts may exceed DNL 75 dBA. Design approaches may be available that would shield noise-sensitive areas from these impacts; efforts should be taken to design noise-sensitive uses to minimize, if not avoid, the exposure of facades of noise-sensitive interior spaces to noise levels above DNL 75 dBA.

Where residential or other noise sensitive uses are proposed near rail and major highways, such proposals should only be considered with the provision of a noise study during the review of the development, appropriate commitments to noise mitigation measures, and, potentially, commitments to the provision of disclosure statements and a post-development noise study.

The noise study during development review should clearly define the noise levels impacting the proposed uses as a measure of dBA DNL. The noise study should include noise contours and/or noise impacts at each façade of each affected building with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources. In addition, the noise study should identify differing noise levels that may affect building facades at different elevations.

For those studies that indicate noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, appropriate mitigation measures should be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include siting and orientation of the noise sensitive use, as well as the use of appropriate building materials and noise barriers.

In areas where projected noise impacts at affected building facades will exceed DNL 75 dBA, and for dwelling units where outdoor spaces including balconies will be projected to be exposed to noise levels that exceed DNL 65 dBA, disclosure statements should be provided to potentially affected residents and users within the impacted uses or units, which clearly identify the mitigated and unmitigated noise levels for interior space and the noise levels for any affected balconies in addition to noise mitigation for interior space and outdoor recreational

areas. When feasible, post-development noise studies should be conducted in order to provide for evaluations of noise mitigation measures.

New TF Comment (6/25/13): Question re: adequacy of Urban Park Framework to ensure sufficient parks, open space and recreation facilities in TSAs in particular and in Reston generally, given planned increase in population in the TSAs.

Updated Staff Response (7/29/2013): Staff has reviewed the concern that the Urban Park Framework will not result in an appropriate type and distribution of parks, open space and recreation facilities in these more urban areas. The extensive research that went into the Urban Parks Framework makes staff comfortable that it will meet the needs of future residents and employees.

URBAN PARKS, RECREATION FACILITIES AND CULTURAL FACILITIES

The growth and redevelopment planned for the three TSAs will increase the need for parks and open space, recreation facilities, and cultural amenities, all of which are essential components in creating places where residents and employees can live, work and play. A significant portion of the TSAs was formerly designated as the Reston Center for Industry and Governance, which resulted in a development pattern with a minimal amount of existing park, recreation and cultural facilities. As a result, there is an existing deficit of park/recreation capacity within the boundaries of the TSAs. Growth and redevelopment planned for the TSAs will exacerbate existing deficits. The intent of this Section is to present recommendations to meet the increased need for urban parks, recreation and cultural facilities created by growth in the TSAs.

Need generated in the TSAs should primarily be met through the integration of urban parks, recreation, and cultural facilities within the mixed use developments of the TSAs. To supplement these parks and facilities, elements of the larger Reston area's robust park and recreation system (outside of the TSAs) may be able to be improved to help meet the needs of future residents and employees. This opportunity to meet needs both within and beyond the TSAs can only be realized if adequate and accessible pedestrian and bicycle connections are created within the TSAs and between the TSAs and the existing extensive trail system in Reston.

Several public, quasi-public, non-profit, and private organizations currently provide park, recreation and cultural facilities and amenities to the Reston area. These include Fairfax County Park Authority (FCPA), Reston Association (RA), Reston Community Center (RCC), Northern Virginia Regional Park Authority (NVRPA), Town of Herndon, YMCA, as well as others. This variety of providers offers a broad range of public benefits but it also requires a continued commitment to collaborative planning and implementation.

Parks provide visual relief in the urban landscape and are spaces for people to enjoy the outdoors and engage in recreation and leisure pursuits. Public open space is especially critical for residents of higher density housing who may lack access to private yards. A diverse park system contributes economic, social and health benefits by providing a high quality of life for residents in the transit-oriented areas and the surrounding community.

The new parks planned for the TSAs should range from places that support and foster social interaction to those that support individual sports and recreation activities. While many developments will include urban parks/plazas as amenities, contributions of recreational facilities will also be needed to ensure a park system that serves the wide range of needs that will exist in the TSAs. The provision of athletic facilities, particularly sports fields, is especially important and challenging. Creative approaches for providing for sports needs will be necessary, including use of technology and scheduling to increase existing and future facility capacities and integrating facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors and other alternative locations.

Urban Park Service Level Standards and Typology

The Urban Park Framework is in the Parks and Recreation section of the Policy Plan as Appendix 2. It was established to guide the creation of park systems in Fairfax County's urbanizing and redevelopment areas and is to be used to guide park development. This framework provides service level standards, design guidelines and a typology of urban park types to guide the creation of urban park systems in Fairfax County.

Ideally, urban areas contain a complement of urban park types in order to serve local leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness, and identity. Urban park design

elements may be combined in various ways to create a range of urban park types. While park types may be adjusted to fit an area's specific needs and concept, there are five distinct types of urban parks, including pocket parks, common greens, civic plazas, recreation-focused urban parks and linear parks, as described in the Urban Parks Framework. The urban park typology strives to provide a comprehensive range of amenities and uses, such as pedestrian-oriented by-ways, large open spaces for civic gatherings, and other recreation-oriented opportunities for organized sports and informal play.

Park service level standards guide the provision of parkland and facilities relative to specific County needs and land use context. For urban areas, the parkland service level standard is based on population and employees. In urban areas, park size is typically less than five acres and often under ½ acre. Service area is generally within a 5-10 minute walking distance (or ¼ - ½ mile) from nearby offices, retail and residences. The urban parkland standard calls for 1.5 acres of urban park space per 1,000 residents and 1.0 acre of urban park space per 10,000 employees that is well integrated into the urban fabric and distinguished from site and public realm landscaping and streetscape features. A range of recreation facilities and park amenities should be incorporated into the urban park spaces to serve the recreation and leisure needs of nearby residents, workers and visitors. The urban parkland standard determines the target acreage for a mixed use, urban area and relies on contributing development to help meet these area-wide targets, working with public and private partners to integrate publicly-accessible urban parks into development proposals.

Elements of the Reston Transit Station Area Urban Park System

A wide array of parks, recreation, and cultural amenities will be combined to form the area's urban park system. During the course of the Reston Special Land Use Master Plan Study, eleven core needs for the urban park system were identified (See Table P1). Items on the list are those amenity types (indoor and outdoor) that have been identified as needed through the Reston Special Land Use Master Plan Study and by the three largest not-for-profit providers of parks, recreation, and cultural amenities in Reston – Fairfax County Park Authority (FCPA), Reston Association (RA), and Reston Community Center (RCC). These park, recreation, and cultural needs are either solely generated or exacerbated by the development planned in the TSAs. The listed amenity types are representative

and not intended to limit the addition of new facility types to support emerging and evolving needs.

As noted earlier, the population-based countywide service level standards established in the Parks and Recreation section of the Policy Plan form the basis of determination of how many facilities are needed. These Service Level Standards will apply to all of the list's outdoor items, with the exception of the Memorial Garden of Reflection. The need for only one of each of the indoor items (aquatic facility, tennis facility, performance center) has been identified. Trails are needed throughout and in a quantity sufficient to meet connectivity and recreation goals. Public art is also needed throughout; the Visual and Performing Arts section of the Policy Plan contains additional guidance.

TABLE P1

NEED	DESCRIPTION
Trails	Non-motorized connections for recreational and transportation purposes, linking TSA areas with each other and to the rest of Reston community.
Parkland (local)	A range of types of publicly-accessible urban parkland, including pocket parks, common greens, civic plazas, recreation-focused parks, and linear parks. Please see the Urban Parks Framework in the Policy Plan, Parks and Recreation section for detailed descriptions of urban park types and typical amenities.
Playgrounds	Includes neighborhood-scale playgrounds as well as one destination playground.
Sports courts	Multi-use and single-use hard-surfaced courts, incorporated into developments and local parks.
Athletic fields	Diamond and rectangle fields for a wide variety of scheduled and unscheduled sport play for all age groups. As appropriate, fields should have synthetic turf and lights to ensure maximum playing capacity. While land for new fields will be needed, capacity-enhancing upgrades to nearby athletic fields may also be an option.

Dog exercise areas and parks	Areas of varying sizes for on-leash and off-leash dog walking and exercise. Would include informal exercise areas (on-leash) as well as urban scale off-leash areas. Inclusion of a larger, more suburban scale off-leash area is also appropriate.
Memorial Garden of Reflection (outdoor)	An outdoor memorial sculpture garden, a special place where one can go to remember and memorialize loved ones.
Public art	Incorporated as distinct features as well as part of architecture, public space, and amenities.
Indoor aquatic facility	Large-scale destination facility providing indoor aquatic and fitness recreation, to include family friendly pool with water features, and/or competitive swimming (50meter) as well as other indoor recreation facility features.
Indoor tennis facility	Indoor tennis facility to accommodate recreational and competitive play.
Indoor performance center	Performing arts venue that can support large-footprint music and dance organizations. Preferred location is within walking distance of a transit station (e.g., within Reston Town Center), near other entertainment activity (e.g., dining, retail) with opportunities for shared parking.

Urban Park Implementation

Creation of an urban park network is fundamental to the vision for the TSAs and to the successful redevelopment efforts around the transit stations. As a result of ownership patterns, urban park development will likely occur in a piecemeal pattern over time. Coordination and collaboration among landowners to create a connected system of needed park spaces is essential and is critical to creating vibrant, successful neighborhoods. A comprehensive system of urban parks, if properly implemented, will contribute to a sense of place and distinguish the area as a quality place to live, work, shop and visit. The Urban Parks Framework should be used to guide the design and location of the urban open space system.

Adopted countywide recreation facility standards, adjusted for urban demographics and use patterns, will guide the service level enjoyed by residents, workers and visitors to the Reston transit area.

In implementing elements of the urban park system, consideration should be given to factors including service areas and targets, core facility purpose, and access. Facilities serving a local neighborhood will look different and have different support facilities than a facility designed to serve an entire TSA or the larger Reston community. As an example, a local-serving playground might include a few pieces of play equipment, seating, special landscaping and pedestrian features; it might serve a cluster of residential buildings or a residential/office mixed use area. This playground might be used daily by residents and is most useful if accessible by walking. A larger-scale playground or athletic field that serves as a destination facility, would be designed to serve a broader area than a local-serving playground, and have a larger footprint. One would expect that visitors might walk, but would also bike, use transit, or drive to get to such a destination, and may not use daily, but would spend more time once there. Factors such as context/location, access, function/purpose, general length of stay, and amenities should be considered in order to inform provision of urban parks, recreation, and cultural amenities. The full set of design elements to be factored into implementation decisions are described in detail in the Design Elements table of the Urban Parks Framework (see Policy Plan, Parks and Recreation section).

Approaches to providing parks, recreation, and cultural amenities within the TSAs and extended transit corridor area should be creative and innovative – in keeping with the Reston community's origins and character. Stakeholders, providers, and developers should be encouraged to work together to offer park, recreation, and cultural amenities in ways that are well-suited to the context of an urbanizing transit-oriented community. Parkland can be publicly owned, privately owned, or provided through public-private partnerships. Developers should anticipate providing local, neighborhood-serving, amenities (e.g., sports courts, playgrounds, dog exercise areas) as well as contributing to area-wide, broader-serving, amenities (e.g., athletic fields, destination playground, trails, indoor facilities).

Creativity in provision is highly encouraged. Creative urban park initiatives may include the use of building rooftops for park facilities; unique programming areas; recreation facilities and dedicated program space provided within

commercial buildings, redevelopment at nearby parks, and forging new park-provider partnerships. Integration of indoor and outdoor facilities and program space with cooperative programming is highly encouraged. With any of these approaches, visual and physical accessibility to the public is essential.

During the course of the public planning process, several recurring themes related to parks, recreation, and cultural amenities within Reston were identified. These themes suggest specific opportunities (some geographic, some conceptual) to implement a parks system within the area.

- **East-West Connections:** Establishing east-west connections within the area is just as important for internal pedestrian and bike circulation as well as connections to the remainder of Reston. The Washington & Old Dominion Trail (W&OD) provides regional pedestrian and bike connectivity north of the DTR, but a corresponding connection does not exist south of the DTR. An east-west connection along Sunrise Valley Drive would create such a central pedestrian and bike connection south of the DTR.
- **North-South Connections:** The creation and strengthening of north-south connections throughout the area will contribute greatly to the success of the parks system. These pedestrian and bike connections will provide access to amenities located on one or the other side of the Dulles Toll Road (DTR). The connections become particularly critical in being able to connect the TSAs with the larger Reston community. To that end, north-south connections should be strengthened/enhanced or created along the axes created by the three metro stations, at a minimum. Any new north–south vehicular connections should also include pedestrian facilities.
- **Linear Parks:** Creating a variety of linked, multi-use parks will be central to the success of the redevelopment of the area. A combination of active and passive amenities linked (or adjacent) to central pedestrian and bike ways should be created. Using existing natural and stormwater features as a backbone for linear parks should also be considered.
    - *Sunrise Valley Corridor*: Several manmade water and natural features exist in the vicinity of the Sunrise Valley corridor and provide a particular opportunity to create small, semi-urban scale parks. Placing trails and clustered amenities such as fitness stations, playgrounds, or interpretive stations around existing or future features builds upon Reston's existing infrastructure. It may allow double use of spaces – in some cases allowing stormwater management goals to be achieved

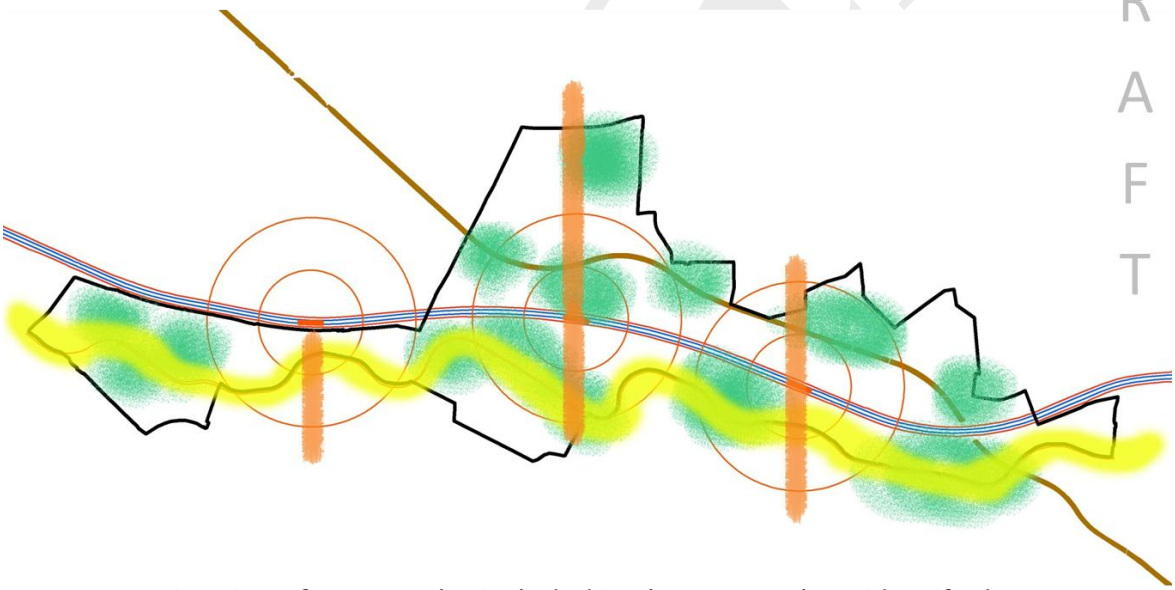
simultaneously with recreation goals. In addition to realizing the vision of Sunrise Valley as an east-west connection south of the DTR, it also places amenities in proximity to planned development.

- *Washington & Old Dominion Regional Park*: The regional Washington & Old Dominion Trail (W&OD) runs through the study area north of the DTR, providing opportunities for east-west pedestrian and bike travel. There is the potential to incorporate recreational waysides including, but not limited to seating areas and playgrounds. Incorporation of amenities has been done in other areas along the W&OD, such as Arlington, Falls Church, and Purcellville. There is also the opportunity to develop larger recreational or cultural facilities near the W&OD, such as gathering places or athletic facilities. Close collaboration with the Northern Virginia Regional Park Authority (NVRPA) as the area redevelops will help identify specific opportunities.
- *Stormwater Parks*: The role and importance of water and stormwater management features in Reston presents an opportunity to cluster amenities around these features and create a valued recreational and/or cultural asset. There are opportunities to create enhanced stormwater parks throughout the area – as stand-alone parks or as a series of linked and linear parks. Parks of this type will incorporate active, passive, and/or nature and memorial elements into stormwater management features creating a multi-purpose community asset.

- **Clustered Community Uses:** The Reston Town Center North area currently contains many community uses – library, Hunter Mill Supervisor headquarters, public safety, human services, and health. In the future, it is anticipated that many of these uses may remain and there may be the option to further develop or add public amenities. Examples of possible amenities might include a signature community green or a flexible use, community gathering plaza and/or a destination playground. A redesign of the private and public uses in Reston Town Center North is anticipated offering opportunities to better integrate urban park features, recreation and cultural amenities. This area could offer mutually beneficial and complementary community uses and provide a significant public benefit, connecting to and building on the community-focused nature of the adjacent Reston Town Center
- **Integrating the TSAs:** The Reston community has expressed the desire to build connections and integrate the area into the Reston community; parks, recreation, and cultural facilities are one means of achieving this goal. Some of the needs identified above may be more appropriate to a location outside of the

TSAs and may in fact provide greater benefit in such a location by encouraging broader use (e.g., Memorial Garden of Reflection). To further support reintegration, new residents in the area should have access to and use of the full suite of amenities that the Reston planned community offers and in a manner similar to what existing residents currently enjoy. Reston Association is the primary provider of local-serving parks and recreational amenities, Reston Community Center offers an array of cultural and indoor recreational amenities, and the Fairfax County Park Authority provides broader-serving public parks and recreational amenities. While inclusion in Reston Community Center services is a given due to the geography of small district 5, membership in Reston Association is not a given and should be encouraged. This will help achieve the goal of reintegration in a seamless and coordinated way that off-sets impacts and meets the needs of new residents.

Draft Parks, Recreation, and Culture Map



Approximation of a map to be included in Plan text to show identified areas of opportunity. Map will be refined and may be updated/altered slightly as District recommendations are drafted.

PUBLIC FACILITIES

This section pertains to the public facility needs to accommodate growth in the Transit Station Areas (TSAs). Providing adequate public facilities to serve the planned growth around the three transit stations will require the expansion or modification of existing facilities in some cases and the development of new facilities in other cases. The existing and future public facilities in the TSAs are described below. The provision of future facilities will need to be coordinated with the rate at which planned development occurs in these TSAs as well as in the surrounding Reston community.

Schools

The Reston TSAs are currently served by a total of 10 public schools. These include 6 elementary schools: Coates, Dogwood, Lake Anne, McNair, Sunrise Valley and Terraset. The TSAs are also served by two middle schools, Carson and Hughes, and two high schools, South Lakes and Westfield.

The growth envisioned in the TSAs over the next 20-30 years is projected to result in over 1,600 new elementary school students, 425 new middle school students and 880 new high school students living in these areas once all of the planned housing is built. Based on current planning approaches, this projected enrollment would result in a need for at least two new elementary school sites, together with capacity enhancements at existing facilities. In addition, the growth in these three TSAs plus additional growth at the Innovation Center Transit Station to the west are projected to significantly exceed the available capacity for middle school and high school students. As a result, one new middle school and one new high school, as well as capacity enhancements at existing facilities, will be needed to accommodate the projected increases in enrollment. A high school located in the Innovation Center area would be well located to relieve overcrowding in existing schools as well as serve planned growth. Similarly, an elementary school located in the North Town Center District would be appropriately located to accommodate planned growth.

During the development review process, developers should ~~look for ways to~~ provide for additional school capacity to mitigate the impacts of new development. These contributions could be more traditional in nature, ~~This could include a variety of approaches,~~ such as dedication of ~~land for a future~~ a school site, or may include more innovative urban solutions such as co-locating school facilities with parks or within mixed-use buildings.

Updated Staff Comment (6/25/13): Minor adjustments to the Schools paragraphs have resulted from discussions by staff from DPZ and Fairfax County Public Schools.

Fire & Rescue

The TSAs are currently served by four Fire and Rescue stations. The Reston Fire and Rescue Station 25, located at 1820 Wiehle Avenue, serves virtually all of the Wiehle-Reston East TSA and the part of the Reston Town Center TSA located north of the Dulles Toll Road. The south side of the Wiehle-Reston East TSA immediately along the Dulles Toll Road is served by the Fox Mill Fire and Rescue Station 31, located at 2610 Reston Parkway. This station also serves all of the Reston Town Center Transit Station Area south of the Dulles Toll Road as well as the southeastern portion of the Herndon Transit Station Area. The Frying Pan Fire and Rescue Station 36, located at 2660 West Ox Road, serves the southwestern portion of the Herndon TSA. Finally, the Herndon Fire and Rescue Station 4, located at 680 Spring Street, serves the northwest corner of the Reston Town Center TSA.

The planned increases in residential dwelling units and non-residential uses in the TSAs would result in excessive workloads of several of the existing stations. In order to maintain acceptable levels of service to the community, several of these facilities will need to be upgraded and a second Reston station will be needed in the future. A new station located in the North Town Center District would enable the Reston, Herndon and Fox Mill Fire and Rescue Stations to maintain acceptable levels of service to the community, even with the additional growth planned. The station is recommended to be the Fire and Rescue Department's standard size of 14,500 square feet with a minimum of three apparatus bays to accommodate an engine, a transport unit, and a specialty unit. The new station may be designed and constructed as an urban facility located at the base of a government, commercial or residential building.

An urban fire station would be anticipated to be two levels with the ground level dedicated to the apparatus bays for access to the road network and the second level dedicated to living accommodations. Secure on-site parking for operational personnel to support two 24-hour shifts should also be provided. The provision of this new station should be based on the projected needs as planned development being built.

Finally, the Herndon Station is approved for expansion to add two additional units, an engine and medic by 2015. Subject to ongoing analysis, a second medic unit may be needed at Frying Pan Station in the future.

Library

The TSAs are served by the Reston Regional library, located in the ~~Reston~~ Town Center North District at 11925 Bowman Towne Drive. This library facility is one of the most heavily used in the library system in terms of number of visits per year. Options are currently being evaluated to renovate and expand the library. Such a renovation and expansion will be planned to accommodate the future growth in the TSAs. As an alternative to renovation and expansion, replacement of the current facility with a new library incorporated into a mixed-use development within one of the TSAs is desirable.

IMPLEMENTATION

Achieving the Vision for the Reston TSAs will require an implementation approach that is comprehensive, flexible and innovative. A key component to achieving the place-making that is a primary objective of this Plan is utilizing a variety of tools, some only recently used in Fairfax County for the first time.

A number of strategies for implementation of this Plan are identified in this section.

Funding Strategies

Various options exist for funding the multiple public facility needs to support the desired new development in the TSAs. The feasibility of the options listed below or other options that may be come available in the future should be assessed and the most appropriate tools should be identified for financing specific portions of the Plan as new and/or improved infrastructure is needed.

- Community Development Authorities (TSA-wide, TOD district level or subdistrict level)
- Tax Increment Financing
- Improvement Districts
- Public-private Partnerships
- Private Partnerships

- County, State and Federal funding
- Pro-rata contributions by landowners
- Other forms of borrowing and grants
- Parking fees

Regulatory Framework

Adjustments to current Regulatory tools, including amendments to the Zoning Ordinance, will be needed to implement the type and intensity of new development and to realize the overall urban design goals for the TSAs. In addition, other regulations and documents may need to be updated, such as the County's capital improvement plan, the County's transportation demand management programs and the County's Public Facilities Manual. It may also be necessary to seek legislative authority for new financing or land development strategies.

Public-Private Partnerships: A public-private partnership entails using public funds or activities to foster private investment and development activity that may not otherwise occur. A number of public infrastructure improvements will be needed to implement this Plan and public/private partnerships have proven to be a successful mechanism to help the County advance certain infrastructure projects. By using public investments strategically, Fairfax County can reinforce and leverage private sector investments to achieve the vision for the Reston TSAs.

Private Partnerships: Cooperation among landowners will be necessary to obtain land for public facilities, park and open space, and the grid of streets. These elements are necessary to the successful evolution of the TOD areas from a suburban environmnent to a more urban one and it will be incumbent on private property owners to contribute to that success.

Phasing: An evolving phasing plan linking future development to specific improvements will ensure that the desired urban infrastructure and public amenities, as well as transportation infrastructure, will occur as growth within the TSAs occurs. The goal of appropriate phasing is to balance projected development with infrastructure and public facility needs over time. Monitoring the approval of and actual construction of new development will ensure that the phasing plan stays current as needs are addressed and new ones identified.

DISTRICT RECOMMENDATIONS

This section of the Plan contains specific recommendations for the districts in the three Reston Transit Station Areas (TSAs) (see Map 2 in the Overview section). Three of the districts are designated as Transit-Oriented Development (TOD) districts given their proximity to the Metrorail station platforms. The other districts are designated as Non-TOD districts and typically will provide locations for existing uses at currently approved and/or planned densities.

[INSERT District Map 5]

The discussion of each Transit Station Area begins with a description of the TSA and a review of the districts and subdistricts in the TSA. Next the location of the TOD district is described and the vision for the district is articulated. It is followed by a description of the Non-TOD districts in the TSA Within each district or subdistrict is a paragraph entitled Base Plan, which generally describes the existing and/or approved uses and intensities for the area. Some subdistricts have a section entitled Redevelopment Option. This provides guidance on the land use mix and intensities to achieve the goals discussed in the Areawide Recommendations above.

TOD District Intensity and Mix of Uses

For the purpose of describing the planned intensity for the TOD districts, the districts/subdistricts are divided into tiers. Tiers 1 & 2 are the areas planned for initial phases of TOD development. Tier 1 is the area designated as Transit Station Mixed Use, Tier 2 is the area designated as Residential Mixed Use and Tier 3 is areas with other land use designations. The planned intensity for Tier 1 - Transit Station Mixed Use areas is provided as a range of floor area ratios (FARs). The low end of range is the minimum FAR that will be considered for redevelopment proposals within the TOD districts. The high end of the range represents the FARs available for redevelopment on the parcels proximate to the transit station entrance pavilions. Generally, parcels not proximate to the station are planned for the mid-point of the range. However, proposals on these parcels with a higher proportion of residential and hotel (non-conference facilities) uses than office and retail uses may realize an FAR above the mid-point of the range as described below. The planned intensity for Tier 2 - Residential Mixed Use areas is provided as a maximum FAR and a maximum number of residential units.

Tier 1 is the critical area for establishing the core of a compact, mixed-use, walkable transit-oriented environment and should provide a balanced mix of uses to include office, retail, hotel and civic uses as well as new residential uses. Tier 1 coincides with areas categorized for Transit Station Mixed Use and should generally be planned for 50% non-residential uses and 50% residential and hotel uses.

Tier 2 is generally planned for existing and approved office uses, significant new residential uses and new retail and hotel uses. Tier 2 coincides with areas categorized for Residential Mixed Use and should generally be planned for 75% residential and hotel uses.

These percentages should serve as a guide for individual developments but may need to be adjusted on a case-by-case basis in order to further other planning objectives. If a property is split between two Tiers, intensity should be based on the proportion of property in each area. Furthermore, the desired balance between uses may not always be achievable, at least on an interim basis, due to market demand or other economic factors. In such cases, appropriate commitments should be required to insure interim development does not alter the character of the TSA and that ultimately the mix of uses will be in place consistent with Plan guidance.

Tier 3 is planned for existing and approved uses.

Wiehle-Reston East Transit Station Area

The Wiehle-Reston East Transit Station Area is bounded on the north by Hidden Creek Country Club, Lake Fairfax Park and low-density residential neighborhoods to the north of Sunset Hills Road. To the east, it is bounded by Hunter Mill Road and to the south it is bounded by Sunrise Valley Drive. On the west, it is generally bounded by the Plaza America shopping center and the Reston Heights development.

This TSA includes two districts: the Wiehle Transit-Oriented Development District and the Reston East Non-TOD District. The Wiehle TOD District is further divided into the North Subdistrict and South Subdistrict, as shown on Map 6 (*to be added in next draft – see draft Map 7 for location of subdistricts).*

Wiehle Transit-Oriented Development (TOD) District

The Wiehle TOD District is envisioned to evolve into an educationally-focused urban neighborhood with residential areas that are well-connected to transit via multiple new pedestrian-oriented streets. In the North Subdistrict, these streets are to be anchored by a new "main street," Reston Station Boulevard (as extended), with ground floor retail providing a safe, varied and comfortable pedestrian environment.

The district's retail uses are planned to have more of a local serving (as compared to regional serving) function. In addition, redevelopment should create a series of urban parks that are linked by the new street grid to provide places for people of all ages to walk and enjoy green spaces. It should also facilitate multiple links to two important existing recreational amenities in the area, the W&OD trail and Lake Fairfax Park.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

North Subdistrict

The North TOD subdistrict is comprised of approximately 175 acres and is bounded by the Hidden Creek Country Club on the north, Lake Fairfax on the northeast, the Dulles Toll Road on the south and the Plaza America shopping center on the west. Sunset Hills Road extends from east to west through the subdistrict with Wiehle Avenue being the primary north-south street.

Existing development in the area is predominantly suburban office parks housing a variety of office uses (including medical offices, educational uses, specifically Northern Virginia Community College and Marymount University, and banks), and retail and service-oriented uses (including fast food restaurants, childcare facilities and fitness businesses). The Reston Fire and Rescue Station 25 is located in this district. Other development includes Reston Station, an approved but as yet unbuilt mixed-use development in the northwest quadrant of the intersection of Wiehle Avenue and the Dulles Toll Road located on top of a seven-level County-owned and operated transit center and park-and-ride facility with 2,300 spaces for Metro parking.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Residential buildings should front on tree-lined streets and be designed with inviting street level facades.

Tier 1 is planned for intensity within a 2.0 to 3.0 FAR range. Development proposals should typically provide a mix of 50% non-residential use and 50% residential use (which may include hotel use). The approved mix of uses in the Reston Station development and the approved residential adjacent to Reston Station present a reasonable opportunity to realize the desired Transit Station Mixed Use mix of 50% non-residential uses and 50% residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Tier 2 is planned for intensity up to 1.5 FAR. The area is planned for predominantly residential uses with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75% residential use. The opportunity exists to achieve the Residential Mixed Use goal of 75% residential uses for the larger area if Isaac Newton Square redevelops in accordance with Plan guidance.

Isaac Newton Square represents an opportunity to create a new residential neighborhood, including a community serving park. It is planned for up to 2.0 FAR with a residential and hotel component on the order of 90% of new development. In light of the older, very low-density buildings, surface parking lots and undeveloped areas in this business park, a shift to a residential focus for this area can be achieved. Residential buildings should front on tree-lined streets and be designed with inviting street level facades.

Individual development may have flexibility to build more than the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the Tier 2 area. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian

environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Tier 3 includes the parcels south of Sunset Hills Road that are east of Michael Faraday Court, which are planned for office use up to .50 FAR or residential use at up to 30 dwelling units per acre.

South Subdistrict

The South TOD subdistrict includes approximately 105 acres and is bounded by the Dulles Toll Road on the north, Upper Lake Drive on the east, Sunrise Valley on the south and the Reston Heights mixed-use development on the west. Wiehle Avenue is the primary north-south street in the subdistrict.

Existing development in the area is predominantly suburban office parks housing typical office uses with limited retail and support service uses located on the ground floor of several office buildings. The Association Drive office park is notable in that it consists of eight low-density office buildings built in the 1970s and early 1980s that are owned by various professional associations and represent a prime redevelopment opportunity.

Base Plan

The subdistrict is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services.

Tier 1 is planned for intensity within a 1.5 to 2.5 FAR. Development proposals should typically provide a mix of 50% non-residential use and 50% residential use (which may include hotel use). However, the existing amount of office development in Commerce Executive Park and a lack of vacant land in this subdistrict presents a challenge to realizing the desired goal of the Transit Station Mixed Use designation of 50% non-residential uses and 50% residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses

with the objective of allowing residents and employees to minimize daily automobile use.

Tier 2 is planned for intensity up to 1.5 FAR. The area is planned for predominantly residential uses with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75% residential use. The existing dispersed pattern of development and relatively low intensity along Association Drive represents an important opportunity to achieve the goal for Residential Mixed Use designated areas of 75% residential uses. Individual development may have flexibility to vary from the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the Tier 2 area. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Tier 3 includes parcels that are zoned Planned Residential Community (PRC) and are approved for convention/conference center uses without a specific intensity. These parcels are planned for residential and/or hotel use up to 1.5 FAR. The parcels that are not zoned PRC are planned for office uses at .35 FAR or residential and/or hotel use at up to 1.5 FAR.

Reston East District

The Reston East District is generally bounded by Lake Fairfax Park on the north, by the Equestrian Park subdivision on the northeast, by Hunter Mill Road on the east, by Sunrise Valley Drive on the south and by the Michael Faraday Court and the Campus Commons office park on the west. It consists of approximately 265 acres and is bisected by the Dulles Toll Road. Development on the north side of the Dulles Toll Road includes Lake Fairfax Business Center which houses office uses, a data center and large fitness facility; an ice rink and a U.S. Post Office facility. Most of the office buildings on the south side of Sunset Hills Road were built in the 1990s and 2000s. They are between 2-5 stories and are mostly served by surface parking although a few buildings do have structured parking.

Development on the south side of the Dulles Toll Road is made of office uses located in 2-5 story buildings with support services, most of which have surface parking lots but a few office buildings built in the 1990s and 2000s are served by structured parking.

This district is planned to retain its employment activity focus, including office, light industrial, institutional and research and development (R&D) uses, up to .50 FAR.

Within this district, immediately to the east of the Reston boundary and to the north of Sunset Hills Road is an area considered appropriate for industrial uses provided that the following conditions are met:

a. The industrial portion of the 120-acre tract, which is approximately 55 acres in area and located on the western portion of the tract, is planned for medium intensity research and development and similar uses;
b. The approximately 65-acre residential area of the tract (Equestrian Park subdivision) has been developed as residential use at .2-.5 dwelling unit per acre. This residential area ensures that low density residential use is maintained to the east of the industrial area located on the western portion of this tract. This line of demarcation establishes the boundary between industrial and residential use and the current development on both sides of the line is consistent with this intent;
c. The dividing line between the industrial and residential uses should accommodate and follow the swale commencing on the northerly side of the property at its boundary with Lake Fairfax Park and running southerly towards Sunset Hills Road, following the tree line at it approaches Tax Map 18-3 ((1)) 10 and continuing towards Sunset Hills Road to the northwesterly corner of Tax Map 18-3 ((1)) 10. Tax Map 18-3 (991)) 12B and the eastern portion of Tax Map 18-3 ((8)) 2 & 3 should be retained as a buffer to the low density residential area. The above line of demarcation will establish the boundary between the industrial and residential uses by relating the transition and land use to physical features of the land, i.e. the tree line and swale;
d. The applicant should install approved plantings to close the gap, which is approximately 50 feet wide, between the tree line running north from Sunset Hills Road to where it most closely approaches the existing trees and tying into the treed swale running south from Lake Fairfax Park. In the event such plantings are inconsistent with good site planning and land use as determined in the final site planning of the property, staff and the applicant should work out a suitable compromise;
e. Stringent environmental controls should be applied to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road, buffering for the residentially planned area to the east, and

sedimentation control measures to assure the environmental integrity of Lake Fairfax.

The northern portion of Michael Faraday Court (parcels identified with Tax Map 18-3 ((5)) 6, 7, 8 & 9) has older, low-rise buildings that are potential redevelopment sites and include the Skatequest ice rink, an important private community recreation facility, which should be preserved in any redevelopment of this area. To provide an incentive for this facility to continue operation after redevelopment of this area, a redevelopment option of residential use up to a 1.0 FAR is planned provided these parcels are consolidated, safe, convenient pedestrian access is provided to the W&OD trail and to the pedestrian network for the TOD district, and the ice rink is a component of the redevelopment.

Sunset Hills District

The Sunset Hills District consists of approximately 55 acres and is bounded on the north by residential neighborhoods served by North Shore Drive, on the east by the western edge of Hidden Creek Country Club, on the south by the Dulles Toll Road and on the west by Old Reston Avenue and the Oracle campus. Existing development includes office uses in medium and high-rise buildings (served by structured and surface parking) and retail uses in the Plaza America shopping center with surface parking. The office development to the north of Sunset Hills Road incorporates open space amenities into their stormwater retention facilities. It includes vacant land that has zoning approval for additional office use.

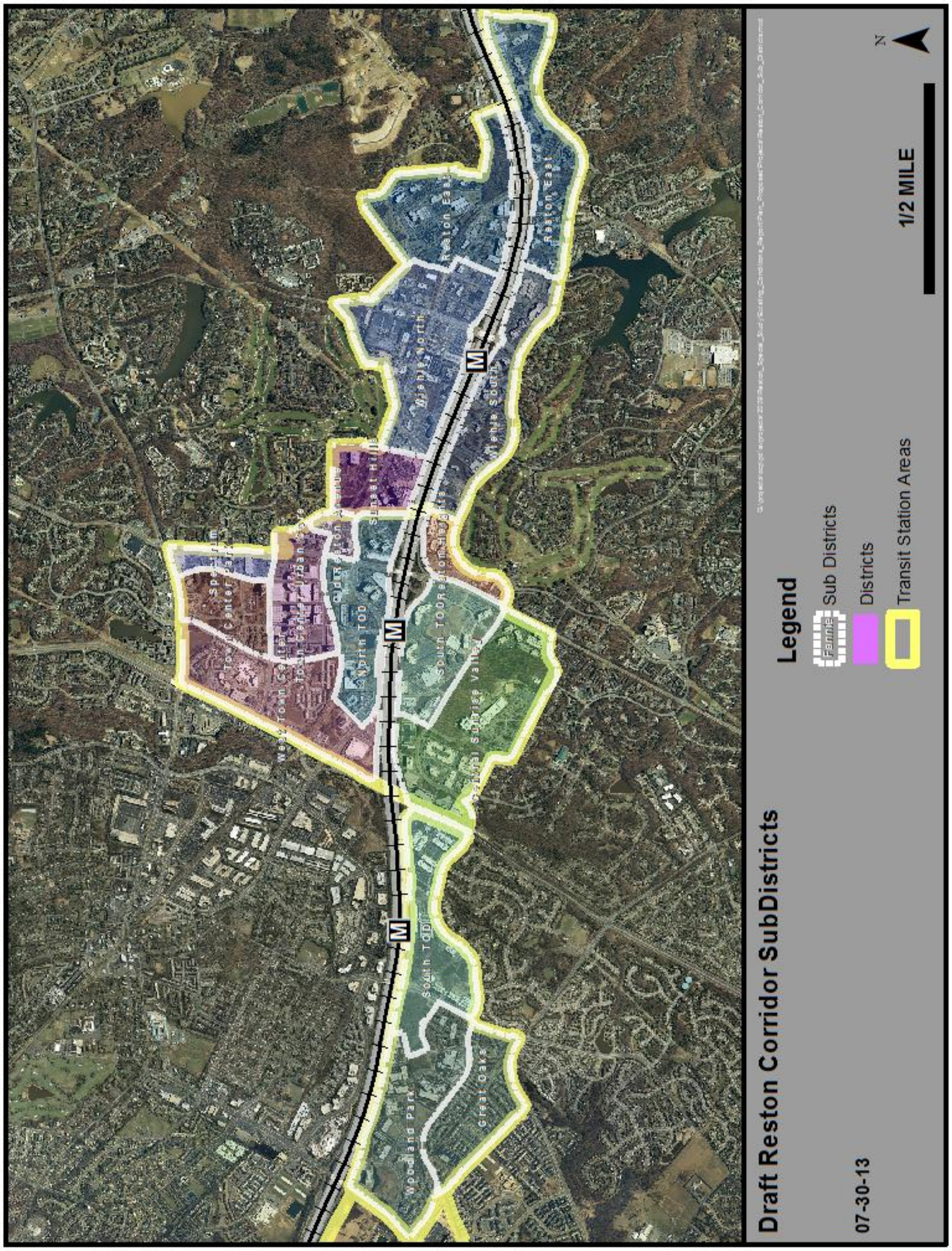
This district is planned for office use up to .50 FAR.

Reston Town Center Transit Station Area

The Reston Town Center Transit Station Area is bounded on the north by Baron Cameron Drive, on the east by Reston Parkway, Old Reston Avenue and the Plaza America office development and development along Roland Clarke Place. To the south, it is bounded by Sunrise Valley Drive and to the west, it is bounded by Fairfax County Parkway.

This TSA includes the Reston Town Center Transit-Oriented Development (TOD) District and four non-TOD Districts, specifically the Town Center Urban Core, the Town Center North, West Town Center, and Old Reston Avenue. The Reston Town Center TOD District is further divided into the North Subdistrict and South Subdistrict, as shown on Map 7.

DRAFT MAP 7


Draft Reston Corridor SubDistricts
07-30-13
Legend
Sub Districts
Districts
Transit Station Areas
1/2 MILE
N

Reston Town Center Transit-Oriented Development (TOD) District

The Reston Town Center TOD District is envisioned to complement the existing Reston Town Center core with urban neighborhoods that are well-connected to transit via existing streets that should have facilities added to become more pedestrian-friendly, new pedestrian-oriented streets and new pedestrian-only connections. These neighborhoods should have a balanced mix of diverse uses including arts and entertainment uses similar to those already found in the Town Center.

The northern portion of the district is divided into three subdistricts: the North TOD subdistrict, the Town Center Core Urban Core district and the Old Reston Avenue subdistrict. The vision for the North TOD subdistrict is an extension of the Town Center core with a balanced mix of uses to include new office uses, destination retail uses and restaurants, a hotel with convention facilities, a significant residential component, one or more civic uses and ground floor uses that foster a varied and interesting pedestrian environment.

The vision for the South TOD subdistrict is for a new urban neighborhood that complements the development in the Town Center but at a lower intensity.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

North Subdistrict

The North TOD subdistrict is comprised of approximately XX acres and is bounded by W&OD and Sunset Hill Road on the north, Plaza America on the east, the Dulles Toll Road on the south and the YMCA property on the west. Sunset Hills Road extends from east to west through the subdistrict with Reston Parkway and Town Center Parkway being the primary north-south streets.

Existing development includes several suburban office parks at intensities from .30 to .80 FAR located in buildings from 2-5 stories and served by both surface and structured parking. Other uses include an extended stay hotel, several restaurants and a vacant parcel that is currently being used as temporary surface parking lot.

Base Plan

The subdistrict is planned for a variety of uses, including office retail, residential and community-serving uses, at approved intensities of between .70 and 1.0 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict is for substantial redevelopment at higher intensities in predominantly mid- to high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Redevelopment should create a series of urban plazas and parks to provide gathering places for people of all ages to enjoy festivals and community events.

Tier 1 is planned for intensity within a 3.0 to 4.0 FAR range. Development proposals should typically provide a mix of 50% non-residential use and 50% residential use (which may include hotel use). The availability of vacant land in close proximity to the Metro station in this subdistrict presents an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50% non-residential uses and 50% residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Tier 2 in the North TOD subdistrict is bounded on the north by the W&OD trail and is planned for predominantly residential uses with a mix of other uses including existing office, hotel and supporting retail up to 1.5 FAR. The Oracle campus to the east of Reston Parkway is planned for office and residential uses at an already approved intensity of 1.11 FAR.

Elsewhere in Tier 2, development proposals should typically be 75% residential use. The low density retail development with surface parking located along the western boundary of the subdistrict presents an opportunity for new residential development. Individual development may have flexibility to vary from the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the Tier 2 area. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

There is no Tier 3 in the North TOD subdistrict.

South Subdistrict

The South TOD subdistrict is comprised of approximately 129 acres and is bounded by the Dulles Toll Road on the north, by Reston Parkway on the east, by Sunrise Valley Drive on the south and by a self-storage business on the west. Reston Parkway and Edmund Halley Drive are the primary north-south streets.

Existing and approved development in the area includes suburban office parks and a data center up at .70 and a 1.0 FARs.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. A new community-serving park should be located in this subdistrict as well as a series of smaller urban plazas and parks to provide green spaces and recreational activities of various types within an easy walk of the residential buildings and office buildings in this subdistrict.

Tier 1 is planned for intensity within a 2.0 to 3.0 FAR range. Development proposals should typically provide a mix of 50% non-residential use and 50% residential use (which may include hotel use). The existing development pattern, the presence of surface parking lots and a availability of vacant land within close proximity to the Metro station presents an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50% non-residential uses and 50% residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Redevelopment should create a new community-serving park to meet some of the recreation needs of future residents and employees and provide an area to

enjoy festivals and community events. In addition, a series of urban plazas and parks to provide gathering places and play spaces for people of all ages.

Tier 2 in the South TOD subdistrict is planned for intensity up to a 1.5 FAR range. The area is planned for predominantly residential uses with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75% residential use. The amount and location of current office buildings in this tier present a challenge to achieve the goal for Residential Mixed Use designated areas of 75% residential uses. However, individual development may have flexibility in the stated mix percentages if other developments are built or rezoned with a use mix that maintains these proportions for the Tier 2 area. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

There is no Tier 3 in this subdistrict.

Reston Heights Subdistrict

The Reston Heights Subdistrict consists of approximately 32 acres and is bounded on the north by the Dulles Toll Road, on the east by development along Roland Clarke Place, on the south by Sunrise Valley Drive and on the west by Reston Parkway. Existing development includes the Reston International Center and Reston Sheraton and the surrounding Reston Heights mixed-use development. Other uses include a mix of retail and office uses in a low density commercial area oriented toward Sunrise Valley Drive. The portion of the Reston Heights development that includes the Reston International Center is approved for a mix of uses to include office, residential, and retail uses at an approved intensity of 2.8 FAR.

The subdistrict is planned for existing and approved uses and intensities.

Town Center Urban Core Subdistrict

The Town Center Urban Core subdistrict is comprised of approximately 85 acres and is bounded by New Dominion Parkway on the north, Old Reston Avenue on the east, the W&OD trail on the south and Town Center Parkway on the west. It is divided into 3 subareas: the Reston Town Center Core

Existing development consists of the Reston Town Center, which has office, residential, retail and hotel uses. It also has an urban plaza which serves as a significant community gathering place and an urban park which provides important green space and a location for passive recreation.

The subdistrict is planned for and developed with a variety of uses, including office, retail, residential and community-serving uses, at an approved intensity of up to .95 FAR for commercial uses. Residential uses do not have a maximum density.

Old Reston Avenue Subdistrict

The Old Reston Avenue subdistrict is comprised of approximately 15 acres and is bounded by the Stratford House residential community on the north, Old Reston Avenue on the northeast, Sunset Hills Road on the south and Reston Parkway on the west.

The subdistrict is planned for and developed with office uses along the west side of Old Reston Avenue and auto-oriented uses at the intersection of Old Reston Avenue and Sunset Hills Road, at approved intensities of XX FAR.

Town Center North District

The vision for the Town Center North District is as an extension of the Town Center Urban Core with a significant civic presence at a lower overall intensity and a tapering of height from south to north and east to west. This new urban neighborhood should have a grid of pedestrian-oriented streets that connect to the maximum extent possible with existing and planned streets.

The district is divided into two subdistricts: the Town Center Park subdistrict and the Spectrum subdistrict.

Town Center Park Subdistrict

The vision for this subdistrict is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Residential buildings should front on tree-lined streets and be designed with inviting street level facades.

The subdistrict is approximately 60 acres and includes a broad variety of County and institutional uses. Civic uses including a regional library, the North County Governmental Center (the Supervisor's offices and local police station), the Embry Rucker Shelter, a human services office building, a 30-unit townhouse development and a 5 acre public park (for passive recreation). Other private uses include two residential uses - a low rise condominium along Taliesin Place in the southwest corner of the subdistrict and the Paramount, a high rise condominium in the southeast quadrant of the subdistrict - a child care center, a rehabilitation center, an assisted living facility and medical offices.

Most of the subdistrict is planned for up to a .90 FAR for non-residential uses, which should including office, civic, institutional, hotel, and retail uses, and a minimum of 1,000 residential units. The locations of the existing residential uses are planned to maintain their current use, density and character. The location of the Winwood Child Center is planned for the approved intensity and mix of uses. The undeveloped parcel south of the Reston Regional Library should be considered for redevelopment only if it is consolidated with the adjacent parcel on which the library is located.

A new community-serving park should be located in this subdistrict as well as a series of smaller urban plazas and parks to provide green spaces and recreational activities of various types within an easy walk of the residential buildings and office buildings in the subdistrict.

Spectrum Subdistrict

This subdistrict is approximately 22 acres and is planned for significant redevelopment (up to 790,000 square feet of non-residential uses and approximately 1440 residential units) in a combination of mid-rise and high-rise buildings and with a diverse mix of land uses, including office, hotel, retail and residential uses.

The subdistrict is planned for up to a .90 FAR for non-residential uses, which should including office, civic, institutional, hotel, and retail uses, and a minimum of 1,000 residential units. The subdistrict's retail uses are planned to have more of a local serving (as compared to regional) function.

West Town Center District

The West Town Center District is planned for and developed with a diversity of uses including townhouses and multi-family housing, the Reston Hospital Center and associated medical office buildings, a YMCA facility, a Reston Association storage facility and a Target store. The district is planned to maintain existing character, uses and intensities (.50-1.0 FAR).

Central Sunrise Valley District

The Central Sunrise Valley District is planned for and developed with office and light industrial uses. The district includes the headquarters of the U.S. Geological Survey (USGS). The area west of the USGS and south of Sunrise Valley Drive is planned for light industrial use up to .35 FAR, while office use up to .50 FAR is appropriate for the balance of the district. For the area within ½ mile

of the Reston Town Center station platform, residential use up to 30 dwelling units per acre is appropriate.

Herndon Transit Station Area

The Herndon Transit Station Area is bounded on the north by the Dulles Toll Road, on the east by Fairfax County Parkway, on the south by Fox Mill Road, and on the west by Centreville Road.

This TSA includes the Herndon Transit-Oriented Development (TOD) District and the Woodland Park/Great Oak District, as shown on Map 8 (*to be added in next draft- see draft Map 7 for location of subdistricts).*

Herndon Transit-Oriented Development (TOD) District

The vision of the Herndon TOD District is for a moderate intensity urban neighborhood with a mix of uses including office, residential, and hotel, together with support retail and services, adjacent to a district-defining natural resource amenity. In addition, redevelopment should create pedestrian-friendly connections to one or more smaller urban plazas or parks to provide gathering places for people of all ages as well as places to walk and enjoy green spaces.

Guidance for evaluating development proposals in each district is contained in the Areawide Recommendations and the following district and subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

The Herndon District is comprised of approximately 120 acres and is generally bounded by the Dulles Toll Road on the north, the Fairfax County Parkway on the east, Sunrise Valley Drive on the south and the Woodland Park office development on the west. Monroe Street is the primary north-south street in the district.

Existing development in the district is a combination of low rise suburban office buildings with surface parking and mid-rise office buildings with structured parking. The Herndon Park-and-Ride facility is located adjacent to the planned transit station platform. The four-level County-owned and operated transit center (for Fairfax Connector bus service) and park-and-ride facility has 1,700 spaces and will be expanded to provide 3,500 spaces for Metro parking. The Sunrise Valley Park Wildlife Habitat and Nature Preserve is an approximately 14 acre man-made wetland area in the district with a notable diversity of wildlife and a boardwalk

facility that crosses the wetland. In addition, there is an approximately 21 acre vacant parcel in the northeastern corner of the Woodland Park mixed-use development along Monroe Street.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. The parcel at the eastern end of Woodland Park is planned for mixed-use development up to .70 FAR and has an approved rezoning for approximately 1 million square feet of office use.

Redevelopment Option

The vision for this district is for redevelopment at higher intensities with more diverse land uses than currently exist and a wider array of support services.

Tier 1 is planned for intensity within a range of 1.5 to 2.5 FAR. Development proposals should typically provide a mix of 50% non-residential use and 50% residential use (which may include hotel use). The availability of vacant land within close proximity to the Metro station presents an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50% non-residential uses and 50% residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Tier 2 is planned for intensity up to 1.5 FAR. The area is planned for predominantly residential uses with a mix of other uses including office, hotel and supporting retail. In addition, the wetlands area should be preserved. The availability of vacant land in this subdistrict creates an opportunity to achieve the Residential Mixed Use goal of 75% residential uses. Individual development may have flexibility to vary from the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the Tier 2 area. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

There is no Tier 3 in this district.

Woodland Park/Great Oak District

The vision of the Woodland Park/Great Oak District is to maintain the character, uses and intensities/densities of existing development.

Woodland Park consists of approximately 147 acres and is bounded by the Dulles Toll Road on the north, Monroe Street on the east, Sunrise Valley Drive on the south and Centreville Road on the west. It is planned and developed as a major mixed-use development up to .70 FAR, with office, retail, hotel and residential uses. This area along the Dulles Toll Road has high visibility and is appropriate for high quality development including corporate headquarters, hotels and office buildings. Mixed-use developments should create a viable, quality living environment with active recreation facilities and other amenities for residents. Residential development should be sited away from the Toll Road and towards Sunrise Valley Drive. Support retail and service uses are appropriate in office, hotel or residential buildings.

Pedestrian connections throughout the area and to transit facilities should be provided. Clustering of buildings in a transit friendly design is encouraged, whereby development that is built prior to rail service can be clustered on a portion of the area so as not to preclude additional buildings and intensity in the future when rail is extended to this area. The overall design should seek to concentrate open space, to the extent possible, into common areas such as urban parks and plazas to provide visual focus and attractive outdoor spaces for residents and employees.

Development in Woodland Park should incorporate recreational amenities for employees and residents, such as walking/jogging paths, exercise stations, and multi-use courts that are appropriate to the mix of potential users and their needs. The development of this area should incorporate a vehicular circulation network that is appropriate to the type and intensity of the ultimate uses and the pattern of subdivision.

The area south of Sunrise Valley Drive includes approximately 92 acres and is bounded by Monroe Street on the east and Fox Mill Road on the south and west. It includes the Great Oak subdivision, a development of townhouses and single family homes; the Woodland Park Apartments; and the Fox Mill Station condominiums. This area was previously zoned for industrial use and planned for office use with options for residential use to provide housing to complement the office uses in Woodland Park and to add to the diversity of housing types in this area.

As this area has been developed according to the residential Plan options, it is now planned for residential uses at the approved densities to maintain its existing character.